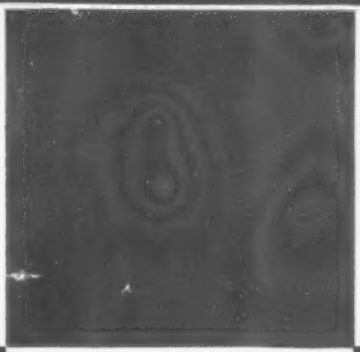
THE WORLD'S FIRST AIR CARGO MAGAZINE—NOW IN ITS 15TH YEAR

AIR TRANSPORTATION

Vol. 29, No. 4 THE AIR MAGAZINE FOR THE BUSINESS EXECUTIVE October, 1956

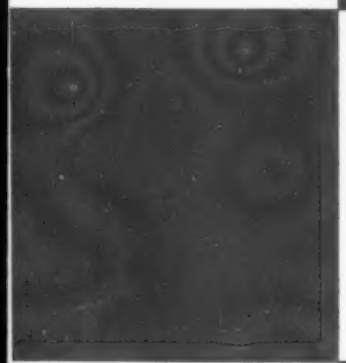
In this issue: **How the IATA Specific Commodity Rates Boards accomplish their important work.**



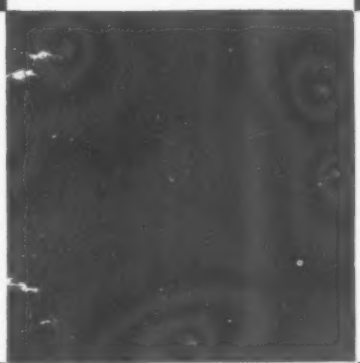
In this issue: **Why the first atomic-powered planes will be primarily for the carriage of freight.**

In this issue: **Why a certificated passenger airline turned entirely to the military air freight market.**

In this issue: **Why shippers should look to the ground safety of their airfreighted merchandise.**



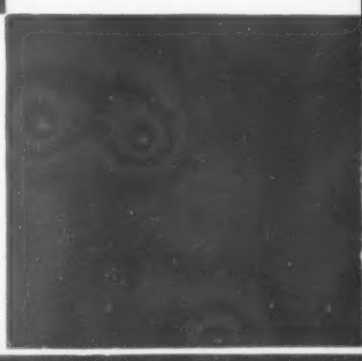
In this issue: **Current international airline cargo rates and offerings of free literature of interest to shippers.**



In this issue: **News of new airline services, current air charter activity, and latest commercial transports.**

In this issue: **News of the air freight forwarding industry, CAB rulings, packaging, and materials handling.**

In this issue: **News of industrial traffic and airline appointments, traffic club activities, and new equipment.**



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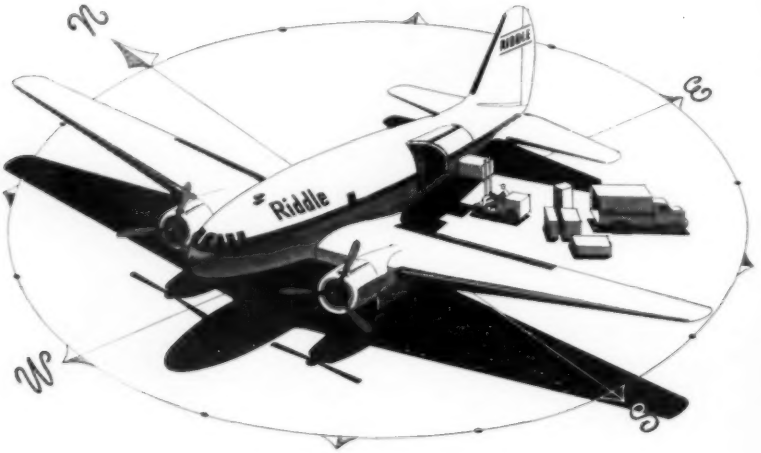

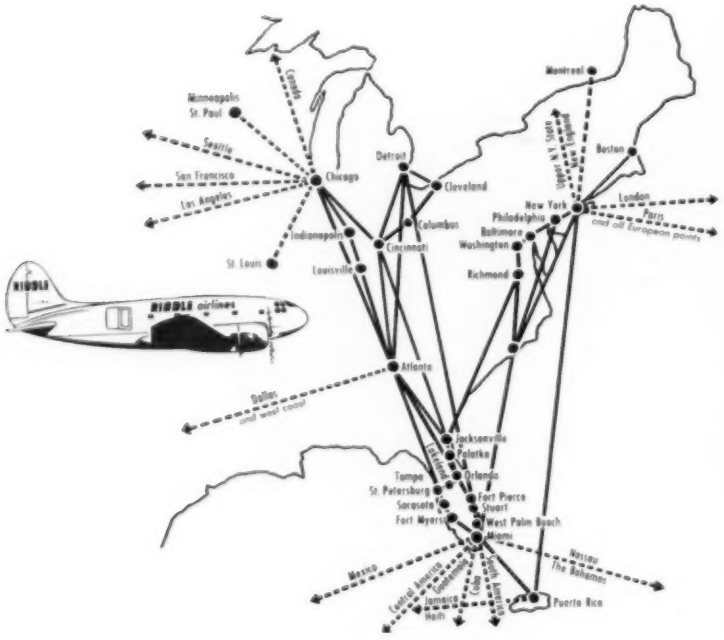

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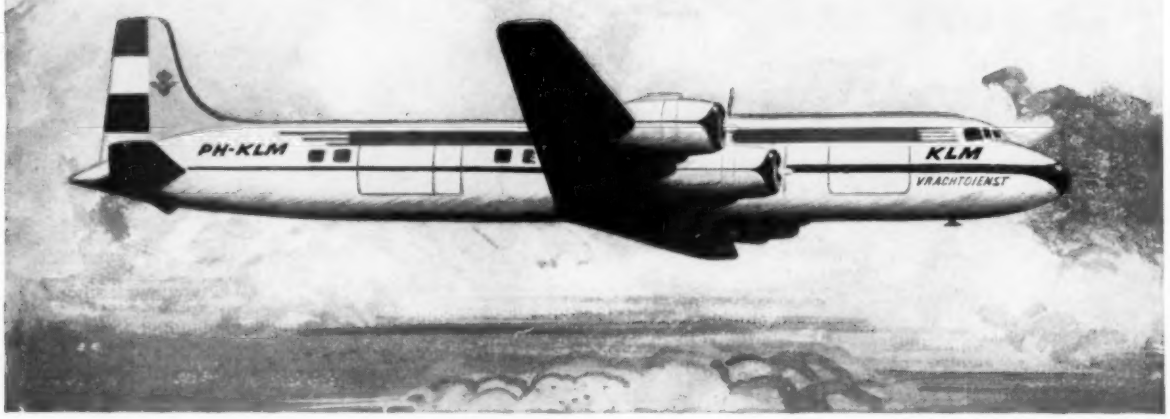

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BPA

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AIR TRANSPORTATION, published once each month, thoroughly covers the entire air cargo industry for the benefit of all those engaged in shipping and handling domestic and international air freight, air express, and air parcel post, as well as using the domestic and international air mail services. Included in AIR TRANSPORTATION'S wide coverage are: air shipping, cargoplane development, rates, packaging, materials handling, documentation, air cargo terminal development, insurance, routing, interline procedures, new equipment, commercial airlines, military air transport service, air freight forwarders, and business flights.

Subscription rate for United States and Territories, $5.00 for one year, $8.00 for two years, and $11.00 for three years; foreign countries, $6.00 for one year, $10.00 for two years, and $14.00 for three years. Individual copies (except November), 50 cents each; November issue, $1.00 per copy.

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AIR TRANSPORTATION is published by Import Publications, Inc., Ten Bridge Street, New York 4, N. Y.; also publishers of *Custom House Guide, American Import & Export Bulletin,* and *Air Shippers' Manual.* Reprinting of any article or portion of an article appearing in this magazine without written permission, is strictly forbidden. AIR TRANSPORTATION is available on microfilm. For information contact publications office.

10 BRIDGE ST., NEW YORK 4, N. Y.
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Vol. 29, No. 4 October, 1956

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Net circulation of this issue (not including distribution to advertising agencies, advertising prospects, public relations firms, newspapers, and magazines; special distributions for promotional purposes; and cash sales) totals 9,683 copies. Gross circulation is more than 10,250 copies. This issue will be received by a minimum of

- **8,604** *shipping and business executives including:*
- **5,464** traffic managers
- **980** presidents; partners; proprietors
- **74** vice presidents
- **63** secretaries; treasurers; comptrollers
- **536** freight forwarders
- **341** export-import managers; export-import merchants
- **281** purchasing agents
- **777** aviation department heads of industrial firms
- **88** general and sales managers
- **336** airline executives and other personnel
- **130** military establishments and personnel
- **72** trade organizations
- **258** Federal, state and city government departments
- **87** educational institutions and students
- **66** business and public libraries
- **42** foreign governments
- **44** aircraft and aircraft equipment manufacturers
- **44** miscellaneous

The most recent study of *Air Transportation's* circulation has shown a pass-along of each issue to 3.45 persons, or a total readership of 4.45 persons per copy. On this basis, this issue of *Air Transportation* will be read by a minimum of 43,089 persons. The latter figure does not include readers not classified under "net circulation."

DOMESTIC AIR CARGO

AIR COMMERCE

(REG. U. S. PAT. OFF.)

INTERNATIONAL AIR CARGO

VOL. 29 OCTOBER, 1956 No. 4

MORE SPACE FOR MORE FREIGHT

Miguel Pombo, United States manager of Avianca, one of the world's leading air cargo carriers and affiliate of Pan American World Airways, points out spaciousness of Pan Am's new freight hanger at New York International Airport. With him are John Piskie, Pan Am superintendent (center), and Andrew Shiland, Avianca's New York manager. Avianca, which operates scheduled passenger-cargo service between New York and Colombia, also operates all-cargo flights to South America.

TWA First Airline To Join Chase Cargo Plan

NEW YORK—The first airline to join the Chase Manhattan Bank's new freight bill clearing plan is TWA, according to an announcement made by S. E. Russ, director of cargo sales for the airline.

TWA deposits validated freight bills with Chase which credits them to the airline's account. Thereupon bills are charged to the respective shipper's accounts and mailed to the shippers daily. Russ pointed out that the plan provides for the adjustment of billing error and immediate reversal of an improperly charged item. The TWA cargo chief stated that shippers will benefit from the Chase plan by allowing them to settle freight bills well within the prescribed time, simplifying the keeping of records, eliminating check-writing and signing, and reducing operating expenses.

Europe's Winter Flights Rise 7%

MONTREAL—Headquarters of the International Air Transport Association reported that Europe's scheduled airlines will provide a 7% increase in flight frequencies this Winter. The newly coordinated timetables are effective October 7. European airline fleets will be joined by *Britannias*, DC-7C's, *Metropolitans*, *Viscount Majors*, and S-58 helicopters.

Atlanta is Picked As Riddle Division Base

ATLANTA—This city has been selected as division base for Riddle Airlines' Midwest route. At the same time, Peter T. Craven, executive vice president of the scheduled all-cargo line, announced that nonstop service between Atlanta and Chicago is now in operation. Atlanta is handling eight Riddle flights a day.

Experts Address ASTT 10th Annual Meeting

SAN FRANCISCO—More than 700 leaders in traffic and transportation were represented at the tenth anniversary meeting of the American Society of Traffic & Transportation at the Fairmont Hotel here last month. The national organization is headed by C. J. Goodyear, general traffic manager, Reading Coal and Iron Co., Philadelphia.

Carrier panel included R. E. S. Deichler, vice president-customer service, American Airlines, who acted as moderator; George Killion, president, American President Lines; Neil J. Curry, president, California Cartage Co., Inc.; Fredric B. Whitman, president, Western Pacific Railroad; and Terrell C. Drinkwater, president, Western Air Lines.

Industry panel included K. H. Jamieson, general traffic manager, Eastman Kodak, moderator; William S. McCord, director of industrial relations, Personal Products Corporation; Carlos A. Efferson, manager, organization planning, Kaiser Aluminum & Chemical Corporation; Brigadier General E. C. R. Lasher, executive director, Military Traffic Management Agency, Chief of Transportation, Department of the Army; and Joseph Trickett, coordinator-management development, Food Machinery & Chemical Corporation.

Education Panel included E. G. Plowman, vice president-traffic, U. S. Steel Corporation, moderator; Herald L. Carlston, director of placement, University of Utah; Richard Donham, dean, School of Commerce, Northwestern University; and Elmore Petersen, dean emeritus, School of Business, University of Colorado.

Featured speakers were Fred D. Fagg, Jr., president, University of Southern

HIGH EYE-Q

No, not a thing out of space, but Lockheed Aircraft's new "earlier warning" radar plane currently under test. Inside the flying-saucer-like radome perched on top of the *Super Constellation* would be the farthest-seeing airborne radar ever airlifted. Despite the "toadstool" which measures more than 30 feet across, it was found to have "negligible effect on stability and controllability of the basic *Super Constellation* which carries it." The United States Navy has dubbed it the plane with the "high eye-Q," because of its long-range radar vision and tons of electronic instruments feeding information to its crew.

California; and D. J. Russell, president, Southern Pacific Company.

Arrangements for the two-day meeting, theme of which was *Education in Traffic and Transportation*, were handled by the California Chapter of ASTT of which A. P. Heiner, vice president of Kaiser Steel Company, is president.

Canadian Traffic League Gives Tips on Air Cargo

TORONTO—R. Eric Gracey, general secretary of the Canadian Industrial Traffic League, Inc., of Toronto, Canada, has brought to the attention of *Air Transportation* one of its most recent circular letters which is entirely devoted to the subject of air cargo. It is reproduced in full below:

Shipping by air has expanded greatly since the end of World War II. At one time, this service was premium priced for perishable goods and for commodities with high value. With the development of larger aircraft the situation changed. Rates tended to drop, and commodity rates were established. When active solicitation was successful in attracting more freight — prompt, efficient handling resulted. As a result much more varied cargo now travels by air.

Forward looking executives in this industry anticipate air freight revenue surpassing air passenger revenue within 15 years. Air transportation goes anywhere in the world—transshipment is not required as in the case of other types of transport. New equipment now being developed will offer greater carrying capacity at increased speeds.

Service has been and still is the big selling feature for air freight.

- Traffic managers appreciate the substantial reductions in transit time taken from door to door.
- Sales managers like the fact that the reduction in delivery time to distant points makes them competitive in service with local shippers.
- Production men are able to make considerable savings in shut down time by routing urgently required repair parts by air.
- Financial men are pleased with the increased capital turn over.

The other big feature of air transportation is the cost. For some time it was considered that "rates were in the air when goods were shipped by air." This might have been so in the days of smaller, slower aircraft with very little volume. But, day by day, new accounts are being diverted to air shipment, as the well trained salesmen for air organizations make their calls on industries and commercial concerns.

These salesmen offer the following major arguments for the cost advantages of shipment by air:

- Elimination of regional warehouses in distant areas with attendant costs as shipment by air from the parent plant gives equal service.
- Lower insurance costs are available for air shipments largely due to the reduction in transit time factor.
- Packing and crating costs are reduced as less protection is required.
- The lower gross weight due to less packing and crating costs result in lower freight rates and lower customs charges when they are based on gross weights.
- Elimination of transhipment costs compared to other methods of rail/-water/rail.
- Prompter delivery releases capital for other productive uses, faster deliveries with less handling add up to less possibility for damage and for pilferage.

Shipment by air is the use of a new transportation medium for many shippers. This new method requires a somewhat different approach to correctly assess the service and cost features. The salesmen for air transportation will be pleased to discuss actual cases with industrial and commercial traffic managers.

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RECOMMEND SAS SKY TRADER to your shipping manager—for speed and satisfaction—for 100% cargo control.

CARGO RESERVATIONS AT YOUR AGENT OR
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Mailbag Memos

It is my understanding that Northeast Airlines has become the first airline in the United States to buy the British *Britannia*. Is this true? Can you also tell me if any United States airlines have bought the *Safari* which you wrote about in a recent issue?

Allen Holmgaard
Philadelphia, Pennsylvania

At this writing there was no report that Northeast had purchased the Britannia. *It is true, however, that the airline is interested in it. As for the* Safari, *no U. S. carrier has bought it, although two airlines in Alaska have put in orders for the plane. —Editor.*

* * *

Air Transportation is very helpful and interesting.

Richard H. Benfield
Rate & Routing Clerk
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Akron, Ohio

* * *

Air Transportation is read and reread, used as reference many times. A fine publication.

A. F. Schraeder,
Traffic Manager
Allaire-Woodward
I. P. Callison & Sons, Inc.
Chehalis, Washington

* * *

I enjoy *Air Transportation's* up-to-date information.

Ed Vaughn, Traffic Manager
Bon Marche
Yakima, Washington

SERVICES

Delta Air Lines' first four-engine service to Charlotte opened last month. *Constellation* departs from New York-Newark at 7 p.m. EDT daily, arriving in Charlotte at 9:07 p.m. EST. Northbound flight leaves Charlotte at 11:50 a.m. EST daily, arriving at 3:53 p.m. EDT. The flights also serve Philadelphia, Atlanta, and New Orleans.

Avianca's night flights into Bogota have been suspended until next month. Reason: major repairs to the airport's runways. Day flights continue as usual. Northbound schedule remains unaffected as flights from Bogota leave in the morning.

Air India is expected to inaugurate direct service to Australia this month.

Silver City: A daily air freight service has been opened between Southampton and Jersey. Bristol *Freighters* are employed.

CHARTER

ACTA wants it known that "in addition to cargoliners available to ACTA, most planes of the member fleet are of the 'payloader seat' type." That is, seats fold out of the way.

At presstime, word from London had it that the charter market there, although somewhat firmer than in previous weeks, still showed some hesitancy. With the exception of cargo destined to the Middle East and some livestock and machinery fixtures, charter freight traffic abroad is light.

■

AIRPORTS

Donald V. Lowe, chairman of the Port of New York Authority, reveals that the enlargement of various structures and the provision of additional services and utilities to meet revised requirements of the foreign and United States-flag airlines at the 655-acre Terminal City at New York International Airport, has increased the estimated cost of construction from the original estimate of $60 million to approximately $90 million.

Statistics issued by Seattle-Tacoma International Airport show a drop in total freight handlings in June, 1956 as compared with June, 1955. With 3,283,091 pounds reported, June showed a drop of

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Chicago Office: 608 S. Dearborn, Chicago, Illinois, Ph.: WAbash 2-0081

58,459 pounds from the same month's total last year. Express handlings, with 242,663 pounds, was 28% above the June, 1955, total.

In July, express poundage was up from 200,473 last year to 223,113 this year, an increase of 11%. Freight poundage, which rose from 2,655,402 to 2,901,855, showed a gain of 9%.

Panagra reports that airport facilities in South America are undergoing improvement and expansion in preparation for the soon-to-come Jet Age. T. J. Kirkland, Panagra's vice president-operations; L. G. Downing, assistant chief pilot; and J. C. Callendear, of Rader & Associates, recently returned from Ecuador, Peru and Chile where they discussed runways and terminal facilities for the anticipated heavier cargo and passenger loads to be carried in jet transports.

According to the Aircraft Owners & Pilots Association, following are Europe's busiest terminal airports, based on last year's plane movements (with the exception of Rome). The comparable United States airport is shown also.

European City	Plane Movements	U. S. City	Plane Movements
London	119,612	Norfolk	121,110
Paris	84,072	Chattanooga	84,106
Rome	56,970*	Moline	59,706
Amsterdam	52,676	Hutchinson, Kan.	52,281
Brussels	43,437	Binghamton	43,228
Zurich	62,040	Midland, Tex.	64,619
Hamburg	46,246	Brownsville	47,802
Copenhagen	56,216	Roanoke	58,723
Oslo	28,816	Wilkes-Barre	28,408
Stockholm	47,222	Fresno	51,210

* 1954 figure. 1955 figure not available.

Said the AOPA: "It is interesting to note that not one of the 10 busiest United States airports is on this list. The world's busiest airport—Chicago's Midway, with 381,737 plane movements for 1955—handled a volume of traffic equal to the combined traffic of London, Paris, Rome, Copenhagen, Oslo and Geneva, with 8,886 plane movements left over. Just New York's La Guardia Airport and Chicago Midway together handle more traffic than all of the above European cities combined—with enough left over to equal the present traffic volume of Portland, Maine. To put it another way, just New York's La Guardia, Idlewild, and Teterboro Airports handle more traffic than all 11 European cities. As a matter of fact, Teterboro—which handles no airline traffic at all—handled more plane movements in 1955 than London, Rome and Brussels combined."

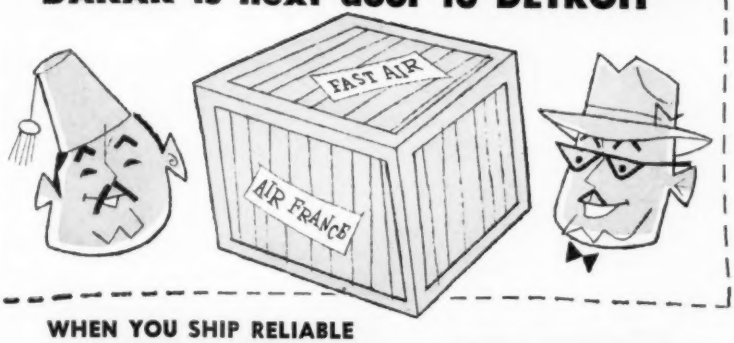
Air France has opened a freight-handling unit in the Central Area at London Airport. It includes complete customs clearance service for inbound and outbound shipments.

■

FORWARDERS

CAB Docket No. 1705-6: Examiner Herbert K. Bryan held a public hearing in the Commerce Building, Washington, D. C., last month, to determine "(1) whether the existing minimum rates and charges for transportation of air freight as provided in Order No. E-1639, as amended, should be prescribed for air freight forwarders, and (2) if existing minimum rates and charges for the transportation of air freight should not be made applicable to air freight forwarders, what are the fair and reasonable

DAKAR is next door to DETROIT



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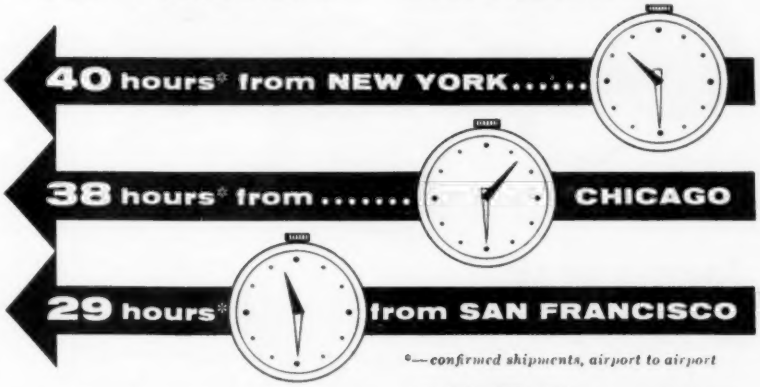
now all the way to **BANGKOK** too!



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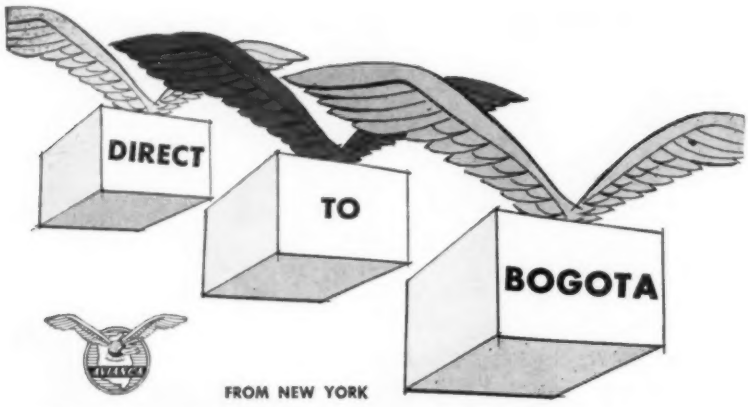

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minimum rates and charges for transportation of air freight by air freight forwarders?"

Air Express International: When the "whispering giant," the Bristol *Britannia*, visited the United States and Canada several weeks ago (*see September AT*), AEI personnel cleared it through customs a total of six times—three times at New York, and once each at Washington, D. C., Los Angeles, and San Francisco. Average clearance of the big turboprop was about an hour.

Airborne Freight Corp.: With more than 700,000 pounds of freight shipped out of the San Francisco district alone in July, AFC hit an all-time company high for the month. Total was 35% over July, 1955. According to J. D. McPherson, president, who, at presstime, was planning a trip to the Orient, much of this increase was due to the company's expansion in the international field. He said that his latest trip is primarily for the purpose of conferring with his agents in Tokyo and Hong Kong and opening new offices. Earlier this year, McPherson flew to Europe twice as well as to Caracas, these trips resulting in the establishment of 14 agencies.

Emery Air Freight Corp.: Air freight's incomparable value to the film industry is highlighted by this bit from Emery's newsletter, which is edited by James McAdam, assistant vice president: "Just recently MGM's new picture, *Tea and Sympathy*, was given a sneak preview at the Encino Theatre, Encino, California. The picture was over at 10:40 p.m. The print was rushed to the MGM Studio at Culver City 20 miles away for packing. By 11:30 p.m. it was in our hands. By 3 p.m. the following day the same print was shown to executives in New York, and the running was repeated again that evening. The latter showing was completed at 10:10 p.m. At 10:30 p.m. we had our hands on the print again in New York. At 8:30 the following morning we delivered it to the MGM Studio at Culver City, and at 9 a.m. it was screened for the producer and director. In 32 hours this one print was shown four times, on both Coasts. During the 32 hours it traveled over 5,000 miles."

■

COMMERCIAL AIRCRAFT

The purchase by Qantas Empire Airways of seven Boeing 707 jet transports has been authorized by the Australian Government. The 550-mile-an-hour, 80-passenger planes, which will be delivered in 1959 and 1960, will cost the airline some $50 million. Flying time from Sydney to London will be cut to 27 hours by the jetliners; from Sydney to San Francisco, present flying time of 28 hours will be reduced to 16.

Northeast Airlines, recently approved as the third passenger-cargo carrier to operate the New York-Miami route, is reported to be strongly interested in the Bristol *Britannia* turboprop (*see September AT*). If NEA purchases the big British-made transport, it will be the first American carrier to favor it. Vickers-Armstrongs was the first British plane manufacturer to crack the American airline market with its sale of a fleet of *Viscounts* to Capital Airlines. Recently Capital turned to a second British manufacturer for equipment when it bought 14 de Havilland *Comet IV* jets (*see August AT*).

The Vickers Vanguard, the first of which will fly in about two years, will haul up to 115 passengers at 400 miles per hour over sector distances up to 2,600 miles. According to a report from abroad, cruising speed will be increased to 425 miles per hour in the course of early developments. The lower half of the *Vanguard's* double deck will be consigned entirely to freight. It is estimated that because of the turboprop's large freight capacity, the plane will be able to operate profitably with only 30 passenger seats filled.

Lufthansa, from Cologne headquarters, announced that it will power the Boeing 707s it has purchased (*see June AT*) with British-built Rolls-Royce Conway jet engines.

Continental Can Company, which operates a fleet of five multi-engine transports, has placed an order with the Fairchild Engine & Airplane Corporation for an executive version of the twin-propjet F-27. The pressurized plane has a cruising speed of 280 miles an hour and a range of 2,250 miles.

Three Boeing 707s have been ordered by Air India International for delivery beginning in January, 1960. The jet aircraft will make possible nine-hour flight schedules from London to Bombay.

The Society of British Aircraft Constructors reports that of the 10 types of gas turbine airliners on order in the world —five turbojet and five turboprop—51.25% are British. On order are 342 *Viscounts*, 55 *Britannias*, 34 *Comet IVs*, and 20 *Vanguards*.

■

MILITARY AIRCRAFT

Lockheed's medium troop and carrier, the propjet C-130 *Hercules* (see *Military Freight Today, Civil Cargo Tomorrow,* in August issue of AT) has gone through another successful test — this time dropping a 27,000-pound load, the heaviest single load ever paradropped from a plane. The record-shatterer was a dummy load of iron, including the platform carrying it. Six 100-foot parachutes floated the 13½ tons to the ground from an altitude of 2,000 feet.

A short while before the new record was set—the aerial delivery tests took place at El Centro (California) Naval Auxiliary Air Base—the *Hercules* established a new high mark for multiple equipment drops from any type aircraft. Eighteen A-22 containers, which are designed to accommodate any type of small shipments, were released in sequence. Numerically, the Air Force said, this was the largest multiple load ever dropped. Total weight was 29,000 pounds, "probably the heaviest cargo floating out of any aircraft—whether extracted by parachute or simply tilted into space from an open door." A combination load of a 19,000-pound road grader and a 7,500-pound 40 mm gun mount also were chuted to ground without incident.

The airfreighter soon will enter the Air Force's Tactical Air Command.

America's first *production* jet transport, the Boeing KC-135, rolled from the factory several weeks ago. It proceeded by only a few minutes the 888th and last of the piston-powered KC-97s.

C-123 Providers, built by Fairchild, recently participated in their first European maneuvers. Thirty C-123s assigned to the

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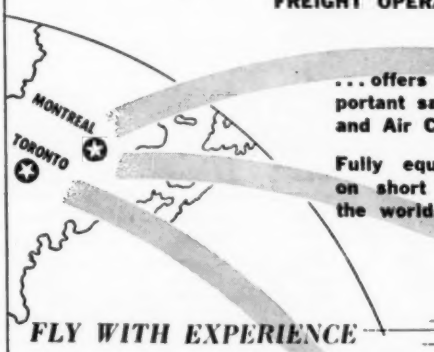

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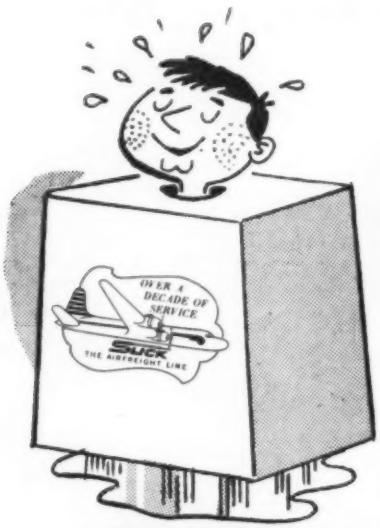

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- RESERVED SPACE IN BIG PLANES
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Call your nearest SLICK office for information or service. You'll find it a real SLICK service . . . tailored to your shipments, large or small. SLICK's wide-spread network of stations and interline connections can serve you everywhere. Specify "VIA SLICK!"

SLICK

The AIRFREIGHT Line

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322nd Air Division's 309th Troop Carrier Group airlifted elements of the 10th Infantry Division near Kitzingen Air Base in West Germany, as well as artillery weapons, trucks, jeeps, ammunition, and rations.

■

KLM recently opened more spacious quarters at 1525 Walnut Street, Philadelphia. Edward J. Greene serves as the Dutch Airline's Philadelphia district acting manager. He replaces temporarily E. G. Serle, district manager, who is on assignment to the Los Angeles territory. Sales and executives offices, as well as a ticket office, are located there.

Japan Air Lines has opened a new ticket office on the Rockefeller Center Promenade, 620 Fifth Avenue, New York.

■

U. S. Airlines

Bonanza: Larry Decker promoted to regional sales manager for Nevada.

Braniff: Robert Booth appointed Panama manager succeeding Melvin Doolittle transferred to Buenos Aires as manager in Argentina. . . . Charles E. Smith elevated to the newly created post of manager-air mail. . . . William H. Nelson promoted to supervisor of tariffs.

Central: Russell L. Wageneck (ex-Slick and Capital) and George L. Wysatta named manager of operations and manager of sales promotion, respectively.

Continental: Dr. Arnold O. Beckman, president of Beckman Instruments, Inc., and 1956 president of the Los Angeles Chamber of Commerce, elected a director. . . . Ellis F. Furda appointed district sales manager in Chicago.
Eugene Perry named district traffic and sales manager in Managua.

Pan American: Leonard P. Cornwall succeeds Edward Hudak as cargo sales manager-U. S. Cornwall, who has been with Pan Am since 1946, takes over this important position after having served since 1953 as assistant to the Atlantic Division's traffic and sales manager. Prior to the latter position he held the post of traffic and sales manager for the Middle East Region (1951) and superintendent of cargo sales, Atlantic Division (1950).

Seaboard & Western: John A. Maciag, former supervisor of system tariffs for Pan Am, appointed assistant director of economic planning.

Slick: James R. Cason, Jr., regional manager of the Charter Contract Division, upped to Atlantic Division manager.

Trans-Canada: K. B. Birch promoted to general supervisor of printed advertising.

TWA: John L. Weller, vice president, named head of the newly established Planning and Coordination Department.

United: R. M. Rummel, aviation veteran, advanced to the new post of administrative assistant in the airline's sales-public relations administration. . . . W. M. O'Hern replaces Rummel as director of publicity.

Traffic & Import-Export

Allied Chemical & Dye Corp., New York: Warren J. Sullivan appointed director of the Central Traffic Department. Also named were Robert H. Foltz, assistant director; Chelsea H. Gibson, manager of traffic; Clyde Parks, manager of traffic research and service.

Eljer Division, Murray Corp. of America, Pittsburgh: Paul J. Humenik named supervisor of traffic.

Minnesota Mining & Manufacturing Co.: Richard M. Regan appointed Eastern traffic manager with jurisdiction over traffic of the company's plants from Buffalo to Miami.

Brown Shoe Co., St. Louis: Joseph A. Gass named manager of service and general traffic manager of Brown and its subsidiary, Wohl Shoe Co. Al Schueler succeeds Gass as traffic manager for Wohl.

Kaiser Steel Corp., Oakland: Joseph J. Ternes advanced to assistant to the vice president of public relations and traffic.

Aluminum Co. of America, Pittsburgh: William A. Weber appointed assistant general traffic manager.

Johnson & Johnson, Chicago: Robert K. Jensen promoted to assistant traffic manager.

Combustion Engineering, New York: George (Woody) Woodward, formerly with Pan Am, Air France, and J. D. Smith Inter-Ocean, named passenger reservations manager.

National Biscuit Co., New York: Edmund A. Senghas appointed assistant general traffic manager, succeeding Edward F. Mundy, recently appointed general traffic manager.

Dole Hawaiian Pineapple Co., Ltd., San Jose, Calif.: Lloyd Larison, formerly San Jose traffic manager, promoted to associate general traffic manager. Chester A. Southard named to Larison's vacated post, and George Bozzini moved up to assistant San Jose traffic manager.

Equipment

Air Associates: Marcus C. Eliason named general sales manager.

Howe Scale: F. E. Pringle appointed assistant general sales manager.

Hyster: Jack A. Cairns promoted to supervisor of Industrial Truck Division advertising and promotion. . . . Duane A.

Cairns Ervin Kragrud

Kragrud appointed Eastern Division parts and service manager. . . . Richard M. Ervin elevated to manager of the company's Washington, D. C., office.

Weber Aircraft: Sol W. Voorhes appointed director of commercial sales.

How IATA Commodity Rates Boards Work

By
G. M. P. DURNERIN
Fares and Rates Assistant
Traffic Conference No. 2
International Air Transport Association

THE Articles of Association of IATA provide, among others, the following objects for the organization: to foster air commerce, to study the problems connected therewith and to provide means for collaboration among the air transport enterprises.

In matter of cargo transportation, these aims are pursued through the specification of normal rates applicable to general merchandise established at the yearly Traffic Conferences meetings. In order to achieve the flexibility required by commercial reasons and to enable members to compete with other forms of transport or to create new traffic, the airlines also decided to introduce special rates—the specific commodity rates—which are used only for specific types of commodities and specific route sectors. With the large expansion of these special rates, the Conferences instituted regulatory bodies, the Specific Commodity Rates Boards, in each Conference area.

We will examine here the nature of the specific commodity rates and the Boards' functions; and assess the extent to which they contribute to the development of air cargo.

It was in 1947 that members decided at a Traffic Conference in Paris to adopt the principle of special rates in addition to the normal cargo rates.

The first commodity rate application was approved for the transport of fresh fish from Scandinavia to other European points. It was filed by Det Norske Luftfartselskap, received approval effective May 20, 1947, and involved a reduction in general cargo rates for the carriage of shipments of fresh fish at a minimum weight of 100 kilograms from Oslo, Stavanger or Kristiansand to Paris, Prague, Zürich, London or Newcastle. Except to Prague and Newcastle the rate reduction established then is still effective. It was reapproved at the 1955 meeting of the IATA Commodity Rates Board.

A commodity rate is a charge for the carriage of a specifically described type of cargo established between two specified points (including additional points where authorized) and applicable in one or both directions. It gives to the carriers a means of attracting to air transport larger consignments which would normally be shipped by surface, without affecting the general rate level and the existing traffic.

Commodity rates are similar to class rates in that both are applicable to specific types of merchandise, but the routes over which they can be applied

(Continued on Page 18)

MASTER ITEM NUMBERING AND DESCRIPTION SYSTEM

0000 Edible Animal and Vegetable Products

1000 Live Animals and Inedible Animal and Vegetable Products

2000 Textiles—Fibres and Manufactures

3000 Metals and Manufactures, excluding Machinery, Vehicles, and Electrical Equipment

4000 Machinery, Vehicles, and Electrical Equipment

5000 Non-Metallic Minerals and Manufactures

6000 Chemicals and Related Products

7000 Paper, Reed, Rubber, Wood Manufactures

8000 Scientific, Professional and Precision Instruments, Apparatus and Supplies

9000 Miscellaneous

How Your Freight Will Fly in 1966-76

This article is based on an extract of an official report made to the International Civil Aviation Organization.

FORECASTS as to the trend of aircraft development are usually based partly on an extrapolation of past progress, partly on a knowledge of work going on and the time required to develop a new design of aircraft and partly on guesswork or inspiration. Scientists or engineers who are best qualified to make such forecasts, being well acquainted with the difficulties that have to be faced, usually make conservative forecasts. Proponents of new devices frequently make forecasts which time shows to be far too optimistic. A typical example of the latter is the picture of helicopter development painted 10 years ago.

The forecasts made herein take account of predictions made by recognized authorities and of available information on present developments. No attempt is made to estimate the rate of development of radically new ideas that are only now being tested in the laboratory. It is not impossible that the whole picture may be changed by some revolutionary new development but present planning cannot be based on such an eventuality. The greater part of the following remarks therefore deals with the characteristics of aeroplanes generally similar in form to those we know today.

Throughout the history of aviation there has been a continuous increase in cruising speed as new types of aircraft have been introduced. From time to time learned studies have been published showing that cruising speeds were not likely appreciably to exceed those then attained because further increase would be quite uneconomic. Technical developments have proved these prophets to be wrong. It is true that the most marked increases in speed have resulted from the introduction of new features into aircraft design rather than from a refinement based on existing conventions. Nevertheless, it is possible to predict with some confidence that cruising speed will continue to increase.

Jet Propulsion

One of the developments that led to a great increase in cruising speed was the introduction of jet propulsion. The Douglas DC-8 and Boeing 707 types that are expected to be introduced into service in three or four years' time will be capable of cruising at speeds not far short of 600 miles per hour. They will be very costly aircraft and will certainly be used for a number of years before they are replaced. A really substantial increase in speed over 600 miles per hour would involve supersonic flight and although much work is being done on the development of supersonic aircraft for military purposes, a supersonic civil transport that will be technically and economically sound is not likely to be produced in the near future.

Later types than the Douglas DC-8 and the Boeing 707 may well be introduced, but they will be subsonic and their cruising speeds are not likely to be much over 600 miles per hour. This figure should be fairly representative of high cruising speeds during the next decade.

The advantage of really high speed is greatest on long-range flights, and jet propulsion is inherently suited only to high speeds. Aircraft designed for moderate ranges will probably be powered by turbines driving propellers and their cruising speeds are likely to be of the order of 400 miles per hour. However some of the turbojet aircraft will probably be used on moderate as well as long ranges and it will be necessary to cater for cruising speeds of the order of 600 miles per hour on routes that are neither intercontinental nor transcontinental.

Slower Aircraft

Of course, there will be slower aircraft operating, and no doubt also helicopters. However, the helicopter has proved to be very complicated and expensive and the particular advantages it offers are more likely to be secured by the development of short take-off and landing (STOL) aircraft using some such device as the jet flap. It is too early yet to say much about the likely characteristics of these aircraft, but they are not likely in the next 10 or 20 years completely to supersede conventional aeroplanes even on short ranges.

One eminent international authority has predicted that because of the high cost associated with the speed, supersonic cruising speeds are not likely to be achieved by civil transports even in the next 50 years. However, this view is not held generally, and it is considered likely that within 20 years supersonic cruising speeds of 900 miles per hour will have been achieved. To be on the safe side it would be wise to be ready to cater for speeds of 1,000 miles per hour in 20 years' time.

It does not seem likely that by that time such speeds will be used on short ranges of a few hundred miles, but the number of international airports that are used as terminals or stopping places on longer range flights is continually increasing and it would be wise to assume that in 20 years' time all large airports should be capable of handling traffic travelling at up to 1,000 miles per hour.

Cruising altitudes of about 25,000 feet are common with the reciprocating-engine aircraft of today. During the next 10 years, when jet propelled aeroplanes are in common use, cruising altitudes will be of the order of 35,000 feet. In 20 years, cruising altitudes may be expected to have risen to 45,000 or even 50,000 feet.

(*Continued on Page* 17)

If you're wondering how it happened that a certificated cruise carrier by the name of Resort Airlines has become an important carrier of military cargo, read this article.

Why We're ALL-OUT In the Military Air Freight Market

By CLINTON DAVIDSON, JR.
President
Resort Airlines, Inc.

THE military market is the largest and fastest growing single market for commercial air transportation. The reason why a scheduled airline with the name Resort has devoted 100% of its capacity to the military market during the last 12 months is that the President of the United States directed the Civil Aeronautic Board to issue it a certificate to engage in scheduled passenger transportation in connection with all-expense tours to overseas and foreign points in the Western Hemisphere "in the interest of national security" as a result of a recommendation to him by the Defense Department that Resort Airlines would be of great military significance because all its capacity could be devoted to defense transportation during a period of emergency without adversely affecting the domestic economy. In 1955 logistic air requirements of the Air Force grew so large that it became necessary for Resort Airlines to devote all its capacity to the transportation of jet engines and other high-priority material between Air Force bases, and this defense need is continuing to grow.

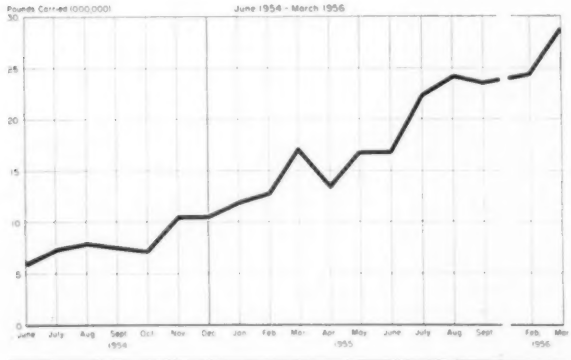
The military market for air transportation that could be flown by commercial airlines in 1955 was approximately $280 million, compared to total revenues of $255 million for the largest commercial carrier — American Airlines. Revenues actually received by commercial airlines for military transportation in 1955 were approximately $100 million. The other $180 million of air transportation in terms of commercial charter prices was flown by the Military Air Transport Service — the Air Force's own airline which the Defense Department and Congress have asked to subcontract as much of its transportation as possible to commercial airlines.

MATS in 1955 flew two billion passenger miles—a volume of passenger traffic about one-half of the largest commercial airline. If this passenger traffic were contracted to commercial airlines at the low coach-service price of 4¢ per passenger-mile it would provide commercial revenues of $80 million.

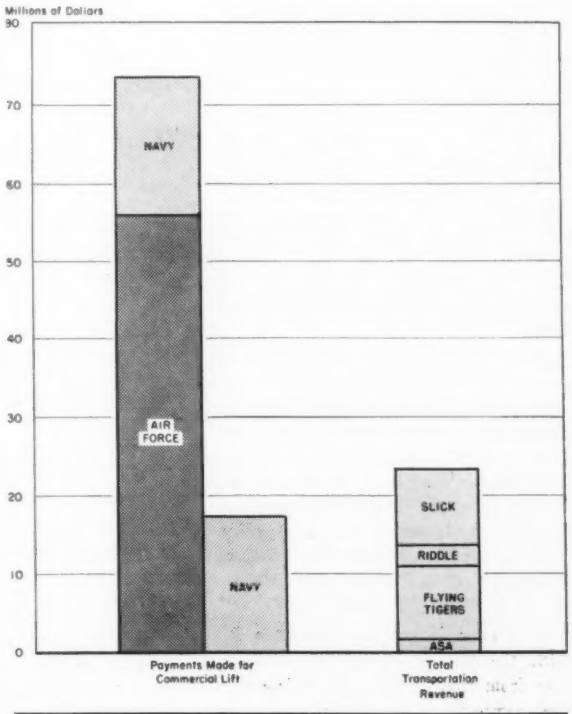
In 1955 MATS also flew about 500 million ton-miles of air freight, compared to about 300 million ton-miles flown by all commercial U. S. airlines

(*Continued on Page 20*)

The Rapid Growth of LOGAIR Traffic Volume
(LOGAIR = Commercial 'All-Cargo' Operations in the U.S. Flown for the Air Force by Commercial Carriers)



Payments Made by the Military for Commercial Lift Far Exceed the Total Gross Revenue Derived by All the "All-Cargo" Carriers 1955



There's nothing safer than airfreighted goods, but . . .

SAFEGUARD THAT GROUND HAUL

By WILLIAM E. BLATZ

IN New York City one morning, a driver returned to his truck after leaving it parked on a side street for a short while. The rear doors were wide open, and the truck was empty. Some $25,000 worth of electronic components had been stolen.

The loss of the cargo itself was bad enough. What made it worse was the fact that the electronic components were scheduled to be flown to Chicago, where a manufacturer needed them in a hurry to see him through a production-line emergency. When he did not get them, there was trouble for everybody.

The Chicago manufacturer fired off an enraged letter to the New York company that had made the electronic components, demanding to know why more reliable transportation had not been used. The New York company blamed the air freight forwarder to whom it had turned over the goods. The forwarder blamed the trucking company that had contracted to deliver the cargo to the airport.

It is easy to say that the fault lay with the trucking company, since it was from that company's vehicle that the components were taken. But in laying some share of the responsibility on the air freight outfit, the New York manufacturer had considerable justification. When he put his goods in the air freight company's hands, he had a right to expect that the cargo would be handled with care, and that precautions would be taken to safeguard the goods against theft.

The Chicago company, in seeking to blame the New York manufacturer, also had justification. When this company ordered the components and set a delivery deadline, it had reason to expect that the Eastern manufacturer, as a sound business organization, would make every effort to see that the deadline was met. This effort should not have stopped with the producing and packaging of the components, but should have extended all the way through to final delivery at the Chicago company's doorstep.

All Responsible

What it all boils down to is that everybody concerned shared in responsibility for the theft. Manufacturer, air freight company and trucker should each have made it his business to see that the truck was equipped and handled in such a way as to make theft unlikely.

True, the electronic components were covered by insurance, and nobody involved suffered a direct cash loss. But the loss of good will all around, possibly followed by a loss of business as each company angrily took its orders elsewhere, added up to a far greater loss than the cash value of the stolen merchandise.

No wise forwarder would want to become involved in a business crisis such as that. He realizes that when a shipper chooses air freight over other modes of transportation, it is because speed is essential. The shipper is confident that his goods will arrive at their destination on time. If he ever lost that confidence, he would cease using air freight.

"One of the surest ways to sabotage your business," said one air freight man, "is to become careless about the safety of the goods you handle. The only surer way is to destroy them."

With this in mind, the alert company pays close attention to the anti-theft measures used on trucks carrying its cargoes—whether they are its own trucks or those of a sub-contracting trucking company. It is important to

make sure that any trucking company used is equipped to handle this special kind of freight with the extra measure of speed and safety required.

Perhaps the best safety precaution of all, because it almost rules out the possibility of human error and carelessness, is a good burglar alarm. A truck so protected can be left standing unguarded with almost complete safety. There are few thieves who will attack a truck carrying a sign warning that it is alarm-equipped. Should any thief have the temerity to ignore the sign, a loud siren will sound as soon as he begins tampering with doors, windows or locks.

Some alarms—for instance, the Babaco Alarm System—go even farther than that. It is barely possible that a thief would decide to keep working even while the siren was sounding, and would jump into the truck in hope of driving it away. But a truck can be equipped so that unauthorized movement not only sets off a siren, but also stalls the motor.

Some Users Named

Airshipped goods traveling in a truck thus fortified could hardly go astray. Not only can alarm-equipped trucks insure an air-freight company's own peace of mind; they also provide an excellent advertising point for use when the company is selling its services to new clients. Many big companies in the air freight industry have realized this. Among firms that use alarm-equipped trucks are the Wyllett Company, Mercury, Flying Cargo, Airport Package Service, Anderson's Parcel Service, Wings & Wheels, Air Express International, Seaboard & Western Airlines, and Pan American World Airways.

It is well known that pilferage at the airport is the lowest of any mode of transportation. The real peril lies not in the freight hangar or aboard the plane, but on the road between shipper-receiver and the airline terminal freight facility. • • •

1966-76

(*Continued from Page* 14)

The maximum weight of transport aircraft has increased steadily and rapidly. In the beginning aeroplanes were small, but they have increased in size as fast as technical developments would permit. This is partly because increases in range have demanded larger aeroplanes, and partly because the larger aeroplane has been a more economical unit. The Douglas DC-8 and Boeing 707 with all-up weights approaching 300,000 pounds will be very much heavier than any civil transports now operating. They will also be able to carry about 150 passengers. Because of their great speed they can move an enormous number of passengers during the course of a year.

Heavy Power Plant

It seems doubtful whether during the next decade the airlines will want to carry many more than 150 passengers on one aeroplane. However, as discussed later, there is scope for a very great increase in range. This will not be easy to achieve with any degree of economy with present-day powerplants and fuels and would certainly necessitate a very large aeroplane. It is more likely that the very long-range aeroplane will use atomic power. Because such a power-plant is inherently very heavy the aeroplane will be very large. Present preliminary work on atomic powerplants is military and secret, but published estimates of the weight of the smallest practicable atomic-powered freighter range as high as 500,000 pounds.

Apart from the question of range there will be a tendency for cargo aircraft to increase in size and weight as powerplant developments permit, in order to carry heavier and bulkier payloads. It is not unreasonable to expect that in 20 years' time there will be civil transport aircraft with maximum weights of the order of one million pounds. They will be developed primarily for freight carrying, but may well carry passengers also. It is likely that aircraft of this size will operate to and from all large cities that are able to provide the necessary facilities. Such aircraft may well be used for flights of moderate range as well as intercontinental or transcontinental flights.

Range is another characteristic that has increased steadily over the years. The usefulness of the aeroplane increases with range, but for any given aeroplane an increase in range means a decrease in payload. Greater range has therefore depended upon technical developments, particularly in powerplants. The range of the new types of turbojet and turboprop aeroplanes due to come into service within the next few years will be much greater than that of their predecessors. They will be able to make trip lengths of 4,000 miles or more with adequate reserves of fuel.

This range might be considered sufficient for most purposes, but some passengers (and cargo) will travel much greater distances than 4,000 miles, and the relative amount of time lost by refueling stops becomes much greater when cruising speeds are very high. Further increases in range may be expected in the future. The ultimate range required for a civil aircraft is 12,500 miles, or half-way round the world. It is doubtful whether this will be achieved with conventional powerplants, but it will present no problem with powerplants using atomic energy. Civil aircraft with a range of 12,500 miles may be expected to be in operation in 20 years.

So far the development of the aeroplane has involved rapid increases in wing-loading and there has been a continuous increase in approach and landing and take-off speeds. The introduction and development of high lift devices such as wing flaps has been used to achieve greater economy by using still higher wing loadings rather than to reduce approach and landing and take-off speeds. The result has been a steady increase in runway length requirements.

Airport Sizes

Runway length requirements have forced airport sizes and costs up to the point where any further major increases would in many places involve so much difficulty and expense that airport authorities would not be able or willing to make further extensions. This would act as an effective brake on the design of aeroplanes with higher landing, approach and take-off speeds, and it is reasonably likely that these will not appreciably exceed those of the Douglas DC-8 and Boeing 707. The new types of aeroplanes now being developed for more moderate ranges in fact will not require as long runways as the Douglas DC-8 and the Boeing 707.

There is almost certain to be a great development of STOL aircraft during the next 20 years, but as already mentioned it is not believed that these will in that period completely replace more conventional designs even for moderate ranges. It is likely, therefore, that authorities will have to cater for aircraft having landing, approach and take-off speeds varying from very low values up to those associated with the Douglas DC-8 and Boeing 707. Similarly angles of climb and descent will vary from very steep ones to those of present-day aeroplanes. • • •

COMMODITY RATES
(*Continued from Page 13*)

is limited to one sector in the first case, while there is *no* limitation in the case of class rates.

Quantity discount may be compared to commodity rates in that both are conditioned by minimum weights, but quantity discounts as such carry no restriction regarding the type of cargo.

The conditions governing the introduction of commodity rates are provided by a Conference resolution. Individual commodity rates must be proposed by a member, singly or in combination with another member, and approved by the other IATA carriers operating between the two countries in which the points concerned are located.

A commodity rate is usually lower than the basic rate (although it may be higher in very few cases). The currency used for the filing is the IATA basic currency adopted in the area concerned, *i.e.* in shillings sterling for Traffic Conference 2 and in U. S. dollars for Traffic Conference 1 and over the Atlantic.

Reduction Basis

The amount of the reduction depends upon the nature and the value of the goods, the size of the consignment and the competitive surface rate. Consideration is also given to the capacity situation on the route and the flow of traffic which the rate is likely to generate.

Commodity rates may be agreed upon a various level of standardized minimum weights, *i.e.* 45 kgs, 100 kgs, 250 kgs, 500 kgs, 1.000 kgs, 1.500 kgs and 3.000 kgs.

Commodity rates cannot be used in combination with other international rates so as to extend their effect to points other than the ones between which they were actually established. However, domestic rates of scheduled air carriers may be combined with such commodity rates.

The application of commodity rates is limited to a period which cannot extend beyond the validity of the basic Conference resolution itself. They do not vary in case of a change in the level of the normal cargo rates, which are revised annually at Conference meetings.

Members who may be placed in an uncompetitive position by a proposed commodity rate have the possibility under certain conditions provided by the resolution, to oppose its introduction.

After two years of experience, members had put in effect more than 500 specific commodity rates for Europe only. Because their number and extent seemed to be getting out of hand, Commodity Rates Boards were created to examine each filing carefully and to avoid the implementation of commodity rates for casual shipments from which no increase of revenue could be expected.

The status of the Commodity Rates Boards was established by a Conference resolution effective October 17, 1949, with the approval of the governments concerned.

One Board was created in each of the three Traffic Conferences having jurisdiction over areas where the number of commodity rates was important. For instance, in Traffic Conference 2 the Board dealt at its start only with Europe. Later, its authority was extended to control commodity rates between Europe and Africa, and then the Middle East. In April, 1956, commodity rates over the Atlantic, which originally were jointly administered by the separate Conference 1 and 2 Boards, were assigned to an independent Atlantic Board.

On October 10, the IATA Commodity Rates Board convenes in Paris for a particularly crucial session. The present rate structure, based on broad classifications, expires December 31. It will come under sharp scrutiny after more than a year's experience. Some significant results are anticipated.

The first meeting of the Traffic Conference 2 Board was held in Paris on January 17, 1950. Its terms of reference provide for meetings to be held in Paris during the first full week of each calendar month or as the Board may otherwise decide—for instance, at times when other Conference or Committee meetings are scheduled.

At the outset, the Paris Board was constituted of representatives of five members taken by rotation in alphabetical order from a panel to which all Conference members could nominate their delegate. Later, all carriers' representatives automatically became Board members.

These representatives must be senior employees of the airlines and may be assisted at meetings by cargo rates or sales experts. The number of members represented at Board meetings has progressively increased from nine in 1950 to 17 in 1956. In order to ensure adequate continuity in their debates, representatives are nominated by their company on a permanent basis.

In the beginning, the five Board members took their decisions as a tribunal, as experts speaking for the industry as a whole, the decisions being reached at the unanimity by secret ballot. As a result of the change in the composition of the Board, each representative now speaks for his company as is done at Conference meetings, and commodity rates must be approved by unanimous affirmative voice of all Board members present.

A member desiring to introduce a specific commodity rate can use one of two procedures at his discretion. The first is by application to the Board through the Conference Secretary, who relays the request by memorandum to all Conference members and places it on the agenda of the next Board meeting. The commodity rate then becomes effective if and as approved by the Board.

The second, and more expeditious, procedure is by cabling the proposal directly to members operating service between the countries in which the commodity rate would apply. These members have five days to notify an objection to the initiating carrier and to the Conference Secretary, thereby preventing its application of the rate. Otherwise, on the seventh day following the date of the filing, the rate may be provisionally used by members pending final decision from the Board. The Board may overrule a protest notified during the filing period.

In both cases, a detailed form must be submitted by the initiating member to the Board in order to permit a proper decision concerning the desirability of the commodity rate. The standard form approved by a Conference resolution provides for detailed information regarding the description of the commodity, its composition, construction, trade names, use, etc.

Numbering and Description

In order to reduce costs in cabled filings and to facilitate the publication of tariffs, the three Boards adopted a common Master Item Numbering and Description System. In this list, all commodity descriptions are numbered and listed under one of 10 groups:

Specific numbers are also allocated. For example, the 6,000 group is subdivided thus:

6,100 Biologicals
6,200 Chemicals, etc.;

This number has further subtitles:

6201 Gold Cyanide Precipitate
6,200 Chemicals, etc.;

And each of these sub-title groups has further divisions for specific descriptions. For example, 6225 is divided into:

6226 Ink, Printing
6227 Pyrethrum Extract
6228 Reducer Sugar
6229 Anti-Oxydants

From this, it will be understood that a member requiring a rate for all types of industrial chemicals, would file it under Item 6225. If the traffic consisted only of various types of anti-oxydants he would file under Item 6229; if the rate required was only for one specific type of anti-oxydant then the member would request a more specific description by filing a rate Item 6230 by which means other anti-oxydants would be excluded.

Additional Information

Other information is requested concerning:

- The routing, or from which point to which point the rates are to apply.
- The consignment, weight, types and dimensions of packing, whether it meets dimensional rule requirements or if any precautions are necessary in loading, unloading or en route.
- The value of the cargo per kilo at origin and destination.
- The actual means of transportation used, by surface, by air, by scheduled or non-scheduled carriers.
- The volume moving.
- The potential traffic obtainable.
- The loss and damage experienced by the actual routing.
- The rate currently applicable.
- The rates and minimum weights recommended.

The Board is free to adopt such rules as may be appropriate. Its authority, however, is limited in certain cases; for example, it cannot establish a commodity rate lower than the lowest rate filed by any of the members involved in the filing, nor can the Board broaden the application of the commodity rate filed to other points not contained in the original filing. The decisions are

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also subject to principles given from time to time by the Conference as Policy Directives.

During the debates the proposing and any other member may present their views, and submit additional data.

In order to allow free discussion between members and to ensure the proper functioning of the Board, the proceedings of meetings are not disclosed to outside parties.

In approving a commodity rate, the Board indicates at the same time the effectiveness and expiry dates, which can be any time within the validity of the resolution itself. The application of an approved commodity rate is optional to members if its level is lower than the basic rate, but is mandatory if it was agreed at a higher level.

In case of disapproval of a filing, the initiating member may request the Fares, Rates and Charges Sub-Committee to reconsider the Board's decision; although in fact this only happened four or five times during the past six years.

Government Approval

Because of the high degree of public interest involved, the approved commodity rates are submitted to governments for approval; and once effective, the rates are subject to the control of the IATA Enforcement Office.

During the six years of their existence, certain problems have arisen concerning the functioning of the Commodity Rates Boards and the administration of the commodity rates themselves.

The representation of carriers at meetings of the Paris Board has doubled since its creation, but still remains poor as it means that only one-third of the Conference 2 members take an active part in the debates.

One of the key problems not yet solved concerns the list of descriptions of commodities. During the first years of its existence, the Paris Board requested members to use for their filing a relatively short list of item numbers for descriptions which was later replaced by an extensive one taken from the list of commodities used by the U. S. Customs Administration.

This second detailed list still proved to be unsatisfactory and too complicated for insertion in members' tariffs and for use by Sales Departments. For instance, it is difficult to obtain for each English term a translation in carriers' national languages covering exactly the same type of commodities. Customs and habits of different countries have to be taken into consideration; the same definition will not be given everywhere as to whether buckles, buttons, wrist watches, handbags, umbrellas, shoes, hats are wearing apparel or personal ornaments. The various rates established by the Board for the same commodity according to value limits per kilo and to minimum weights also appeared too complicated in their application.

Broad Descriptions

With a view of simplification, the Conferences instructed the Boards to revise the lists of existing commodity rates. A thorough review was done for the Atlantic rates in the course of 1955, resulting in the implementation in August of that year of a new short list of 40 broad descriptions providing rates for practically all major air cargo commodities. The value limitations were abolished. *(See August, 1955 AT.)*

A similar work was accomplished for the commodity rates applicable within Europe in December, 1955 when 1,200 rates—40% of their total number were eliminated—as were 52% of the descriptions in use.

But a few months following the adoption of the shorter list for traffic over the Atlantic, there was a reaction among certain members who felt that descriptions had become too wide and permitted most commodities to be classified under one of the headings. This had resulted in a situation where commodities previously shipped at higher rates are now moving at reduced specific commodity rates without necessary compensatory increase in traffic. This new school of thought considers that, again, descriptions for specific commodity rates should be as specific as possible with good economics and saleability.

Another kind of problem which the Board has had to consider was whether the percentage of reduction of a commodity rate from the basic rate or the commodity rate itself would be the ruling one. In the first case, it appeared logical that if the Conference decided to amend the level of the normal rates, in view of variation in the trend of costs, that the specific commodity rates should follow the move. Another opinion was that on the contrary commodity rates are introduced in relation to the local market conditions and should be independent. The Boards decided that the rate would govern, but that the percentage reduction would be shown for information. This argument, however, was not pursued to its full logic as the commodity rates are expressed in the IATA basic currency in use in that area, that is to say that the selling rates quoted in the national currency are subject to variation of the conversion rates in case of devaluation.

During the discussion of a commodity rate, the Board may feel that it is insufficiently documented on the case and defer its decision to a following meeting, giving the proposing member the opportunity to bring more evidence. It has happened that the Board appointed enquiry groups to investigate local conditions, as for instance, commodity rates for textiles in Italy/Switzerland, furs in England, or flowers in the South of France.

It appears correct on the whole, to state that the specific commodity rates machinery has achieved the purpose for which it was created, that is to say to promote air cargo transportation at rates acceptable to shippers and members, considering that certain commodities can bear a higher or lower rate than others. Some improvements, however, are still to be made to the institution, in particular as regards the representation of IATA members at meeting and the full examination of the merits of each filing. • • •

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MILITARY AIR FREIGHT

(Continued from Page 15)

put together. If MATS freight were contracted to commercial airlines at 20¢ per ton-mile (commercial freight charges averaged over 22¢ in 1955), it would provide commercial revenues of $100 million.

The $100 million of military revenues actually received in 1955 were about four times as large as the total transportation revenues of the all-cargo certificated airlines, in which

there is a large stock-market interest—Slick Airways, Flying Tiger Line, and Riddle Airlines.

These all-cargo airlines derive a major portion of their revenues and all of their profits from military contract and charter flying. Other commercial airlines with active markets in their stocks which derive their profits from the military market are Seaboard & Western, and California-Eastern Aviation. Resort Airlines is the largest contract carrier for the Air Force.

The military market is provided largely by the Air Force. In 1955 the Air Force paid about $57 million to commercial airlines. The Navy paid about $18 million.

Market's Major Segments

The breakdown of the military market by major segments in 1955 was as follows:

- MATS gave commercial carriers contract and charter revenues of approximately $40 million, which was mostly passenger.
- Civil air movement charters for the Army, Navy, and Air Force, which are passenger charters within the United States, amounted to approximately $11 million. This passenger traffic was carried largely by the non-scheduled airlines.
- The Distant Early Warning construction project in Northern Canada (called the Dewline) provided air freight revenues on a contract basis to commercial airlines of approximately $24 million. Since construction of the Dewline is nearing completion, this segment of the military market is declining and will dry up after next year.
- Logair amounts to about $20 million a year and is the fastest growing segment of the military market. Logair is an air freight system linking most of the Air Force bases in the United States for air transportation of jet engines and other high priority material. The Air Materiel Command of the Air Force at Wright Patterson Air Force Base near Dayton, Ohio supervises this airway system, and four commercial airlines fly the airplanes under long-term contract with the Air Materiel Command. Resort Airlines is the largest contract operator on Logair, and it provides the long-haul four-engine air transportation on a daily scheduled basis on both northern and southern routes across the United States.

In 1955 approximately one-half of the military market was for passenger transportation and one-half for freight. The military requirement for passenger transportation, however, is expected to decline in the future, whereas the market for military freight will continue to grow rapidly.

The fast growth of the military market is indicated by the following statistics: The passenger traffic of MATS's own operation in 1955 was 54% above the previous year, and during the period 1951-55 the rate of growth was 38% per year. The freight traffic of MATS's own operation in 1955 was 44% above the previous year and its rate of growth in 1951-55 was 46% per year. Commercial airline traffic—both passenger and freight—has been growing at the rate of 15% per year.

Military transportation carried by commercial airlines under contracts and charters with MATS in the past 12 months has grown 100%. In the future the passenger charter business for MATS is likely to decline but the freight charter business should continue to grow for the reasons mentioned below:

- Although civil air movement passenger charters and Dewline freight contract business will decline in the future, the rapid growth of Logair should make up for such declines. Logair freight traffic increased over 100% last year and should increase as much as 50% during the next 12 months.
- Military air freight contract and charter business should continue to rise sharply until 1958. Thereafter it should level off, and future changes will be determined by changes in the size of the U. S. Air Force.

Logistic System

The basic reason for this growth was the development in 1954 of a new logistic system by the Air Materiel Command of the Air Force. After an exhaustive study over a period of several years, it was determined that aircraft engines, aircraft spare parts, and other expensive items of materiel should be transported between Air Force bases in airplanes instead of in trucks, trains and boats, even though the cost per ton mile by air appears to be higher than cost by surface transportation. It was believed that logistic air support in place of surface support would actually save the Air Force hundreds of millions of dollars because the great time saved by air transport would permit a large reduction of inventories of jet engines and other very expensive aircraft parts.

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OFFICES IN PRINCIPAL CITIES

▸ The number of foreign air depots has been reduced and will continue to be reduced further, because air transportation makes it possible to ship vitally needed material from depots in the United States to any particular foreign point where it may be needed in an emergency within a few days.

▸ The more rapid shipment of aircraft engines and spare parts to foreign bases has reduced the out-of-service time of combat aircraft awaiting the repairs by 58%. This increases the utilization of combat aircraft very substantially, with the result that our Air Force can have greater fighting power with a smaller number of aircraft in the future.

▸ Air transportation has reduced the size of aircraft engines and spare parts inventory requirements by 50%. The importance of this is indicated by the fact that jet engines cost over $200,000 apiece. For example, the jet engines on the best fighter plane we have at foreign bases— the F-100—during the period that these planes will be assigned abroad will require 3,000 changes for overhauling. Since these engines can be flown back and forth across the ocean in a few days compared to many weeks by surface transportation, the inventory of these engines is now being reduced by $38 million. In one year the Air Force will airlift overseas 14,134 aircraft engines. The use of air transportation will permit a reduction of inventories of these engines of about $200 million, compared to the total airlift cost of $40 million.

Increase Through 1958

The logistic air support will require an increase in military air transportation through 1958 because the Air Force is continuing to expand in size up to a planned goal of 137 wings, and because these wings are being modernized with jet aircraft whose engines require more frequent overhauling and are much larger in size. The Air Force is continuing to screen its materiel and selecting more items to ship by air instead of by surface transportation. It is also adding more and more stations to its air freight routes. This is all part of a trend in national security policy toward maintaining a military establishment with less manpower and more fighting machinery. That is why it is believed that military passenger transportation will decline in the future, but that military freight transportation will continue to rise sharply.

Resort Airlines decided to concentrate in the military freight market and has become the largest military contract operator among commercial airlines for the following reasons:

▸ Since the President gave Resort Airlines its Passenger Certificate for Scheduled Operations largely for national security reasons, we have felt that Resort Airlines has had an obligation to provide badly needed air transportation for the Air Force during the national emergency which has existed since the outbreak of hostilities in Korea in the summer of 1950. There is also a good business reason for this decision because the military market is the largest and fastest growing single market for air transportation.

▸ Resort Airlines has concentrated on Logair because Logair during the next 12 months is scheduled to fly 200 million ton miles of air freight compared to 180 million ton-miles of freight flown by all commercial airlines in the United States during the past year. MATS contract and charter business is running 80 million freight ton-miles a year compared to 120 million ton-miles flown by United States international airlines. MATS and Logair combined contract freight operations total 260 million ton-miles compared to 300 million ton-miles flown by all United States commercial carriers both domestic and international.

It is hoped that part of the 500 million ton-miles of freight flown by MATS' own airplanes will be turned over to commercial airlines like Resort for economy reasons. Resort Airlines carries a payload 50% larger than MATS in DC-4 aircraft flying between San Francisco and Tokyo. Resort keeps its airplanes flying an average of nine hours a day on Logair domestically and 13 hours a day for MATS charters across the Pacific, whereas MATS keeps its transport airplanes in the air only about four hours a day.

As a result of the rapid growth in the military air freight market during the past two years, Resort has increased its volume of business to an annual rate of 50 million ton-miles at the present time.

In view of the continuing fast growth in the logistic air support system of the Air Force, Resort is negotiating for the acquisition of more cargo aircraft, and expects to increase its traffic to an annual rate of 75 million freight ton-miles in the near future. When these plans have been consummated, Resort Airlines will probably be the world's largest freight carrier even though its operations will be 100% in the military market.

Although the Air Force believes that the DC-4 is the ideal cargo aircraft for Logair, where the distances between Air Force stations are not so great and the movements of cargo are more frequent and in small lots, the ideal airplane for the transportation of jet engines and aircraft spare parts to Air Force bases across the ocean is the 1049H Lockheed *Super Constellation* aircraft which will be in commercial operation in 1957. Resort Airlines has ordered two of these new *Super Constellations* for delivery in May and June, 1957 to provide logistic air support across the oceans pursuant to contracts with MATS. • • •

BOOKS

Theodore Shabad's **China's Changing Map** (Frederick A. Praeger; 295 pages; $7.50) is a thorough political and economic geography of Red China. Includes up-to-date developments. Shabad, a New York Times staff man, divides his work between a general discussion of China as a whole and a regional treatment. . . . Lieut. Col. Carroll V. Glines, Jr., USAF, has prepared a record and log for the family, designed for the setting down of permanent data valuable only to the family involved. It's **Our Family Affairs** (Exposition Press, Inc.; 160 pages; $3.00). . . . In Volume II of Sverre Petterssen's **Weather Analysis and Forecasting** (McGraw-Hill Book Co.; 266 pages; $6.00), now in its second edition, the author deals with weather. Emphasis is on the thermodynamics of atmospheric processes.

An interesting survey of the European air transport picture is presented by Stephen Wheatcroft in **The Economics of European Air Transport** (Harvard University Press; 358 pages; $6.00). Wheatcroft analyzes the present economic condition of the airline industry in Europe and suggests how to create the conditions for more rapid progress. Includes charts and tables. . . . A. J. Wallis and Charles F. Blair, Jr., have set their novel, **Thunder Above** (Henry Holt & Co.; 253 pages; $3.50) inside the Russian Zone of Germany. Beginning with the forcing down of an American DC-4 flying the Berlin Corridor, the authors bring their hero flyer through a series of fast-moving events which bring him in and out of East Germany a couple of times, mixed with such topical ingredients as Communist interrogation and the June uprising, plus the rescue of his sweetheart from the Eastern Zone. . . . Available in pocketform is Fred C. Kelly's **The Wright Brothers** (Ballantine Books; 214 pages; 35¢). . . . Traveling? You'll find Rodolphe J. A. de Seife's **Your Rights as a Tourist** helpful (Oceana Publications; 96 pages; $1.00 paperbound; $2.00 clothbound). Covers legal aspects of passports, visas, citizenship problems, etc.

A German fighter squadron, stationed on the North Sea Coast to protect the Nazi Navy and intercept Allied bombers, finds itself in that crucial part of the war when cockiness and seeming sure victory takes a dramatic turnabout. This is the background to Gerd Gaiser's novel, **The Last Squadron** (Pantheon Books; 251 pages; $3.50), against which moves the usual heterogeneous assortment of men in war. . . . Nevil Shute has lived in Australia since 1951, and **Beyond the Black Stump** (William Morrow & Co.; 316 pages; $3.74) depicts life in the still primitive West Australia. To it comes a young geologist from Oregon who falls in love, with Mollie Regan and takes her

(*Continued on Page 24*)

CAB

Central Airlines, a local service carrier, has been authorized to furnish service on two new segments of its present route—from Amarillo, Texas, to Wichita, Kansas, via Borger, Texas, Guymon, Oklahoma, and Liberal Kansas; and between Denver and Oklahoma City, via Colorado Springs and Lamar, Colorado, Guymon, Oklahoma, Liberal, Kansas, and Enid, Oklahoma. Guymon Liberal, and Lamar get air service for the first time.

■

CLUB NEWS

Automotive Exporters Club, Chicago: The following slate of officers and directors for the year 1956-57 has been presented by the Nominating Committee: President, J. Albert Roesch; vice president, Floyd K. Bartlett; secretary, Frank M. Connor; treasurer, Julio Carrillo; directors, Manuel J. Correa, Bert W. Darrah, and J. Theodore Wolfson. Wolfson is the retiring president. The committee consisted of R. E. Kilpatrick, chairman, and Thomas A. Athens, Floyd K. Bartlett, Max R. Dormitzer, Robert E. Oscar, and Thomas E. Riley.

Traffic Club of Billings, Inc., Billings, Montana: Thomas Lane, of the Civil Aeronautics Administration, headed Communications Night last month. National Transportation Week Night, which will be held October 17, will find Keith Rowbotham, of the Custom Tire Company, as chairman. Ervin Miller, of the Sweetheart Bread Company, will be at the helm of Shippers Night, November 21.

Traffic Club of Houston: First fall luncheon of the club last month was given over to a celebration of World Trade Week. Featured speaker was Byrd Harris, director of the Port of Corpus Christi. Topic: *International Trade.*

Eastern Industrial Traffic League, Inc.: Albert L. King, director of marine terminals, Port of New York Authority, will address the October 18 luncheon meeting.

Transportation Club of St. Paul: Fall semester of the club's St. Paul Traffic Institute opened September 24. Courses in traffic and transportation are offered. A course in transportation law is now included. Classes are held at the Mechanic Arts High School.

Women's Traffic Club of Cleveland: Regular monthly meetings were resumed September 13 at the Hotel Manger, Cleveland. Guest speaker was Representative Frances P. Bolton.

Traffic Club of North Jersey, Inc., Clifton, N. J.: F. C. Tighe, traffic manager of the Union Carbide & Carbon Corporation, New York, addressed the September 17 meeting at the Alexander Hamilton Hotel, Paterson.

Los Angeles Transportation Club: George T. Cussen, vice president of the Flying Tiger Line, addressed the organization at the club's recently celebrated Flying Tiger Day. Cussen's topic: *1957—A New Tomorrow in Air Freight.*

Traffic Club of Montreal: This month's meeting is scheduled for October 17; next month's, November 21.

HANDLING & PACKAGING

The Society of Industrial Packaging and Materials Handling Engineers reports that it will present, on October 22-25 in St. Louis, the most comprehensive technical short course in the field of protective packaging and materials handling. The short course is under the direction of St. Louis University and is sponsored by SIMPHE. The course's 26 sessions will be held in the mornings to leave the afternoons free for visits to the concurrent Eleventh Annual Protective Packaging and Materials Handling Exposition and Competition which will be held in Kiel Auditorium in downtown St. Louis.

Ernest G. Swigert, president of Hyster Company, Portland, Oregon, has announced that his firm will open a new maunfacturing plant at Sao Paulo, Brazil. The wholly-owned subsidiary, which will occupy an initial area of 40,000 square feet, will supply Hyster-built materials handling equipment to certain overseas markets and will supplement overseas production at factories in Nijmegen, Holland, as well as the Glasgow plant scheduled for opening soon. Robert E. Lange has been appointed supervisor of the new Brazil facilities. Kenneth E. Guptill, sales export representative for Latin America, has been elevated to sales manager with headquarters in Sao Paulo. Merrill A. Turner will move from Hyster's Peoria factory to head production. Swigert said that other personnel will be composed principally of Brazilians.

Lange

M. W. Heinritz, vice president, Gould-National Batteries, Inc., has announced that the Material Handling Institute Traveling Clinics are scheduled to be held in Buffalo and Chicago on November 14 and 15. Gould is chairman of MHI's Committee on Cooperation with Professional Societies. The Buffalo clinic will be held on the 14th on the campus of the University of Buffalo. It is co-sponsored by Region III of the American Material Handling Society. The Chicago clinic, set for the 15th, is co-sponsored by the Chicago Chapter of AMHS, Illinois Institute of Technology, and Northwestern University.

The American Management Association's Packaging Division has set the following schedule for the next few months:

October 8-9, New York: *Application of Industrial Methods Engineering Practices to the Packaging Operation.*

October 22-24, New York: *Packaging is a Management Function.*

November 12-13, Los Angeles: *Analyzing the Packaging Operation for Cost Reduction.*

December 13-14, New York: *The Economics of Packaging Machinery.*

January 9-11, New York: *Plastic Containers—Rigid and Flexible.*

January 21-22, New York: *Auditing Packaging Machinery to Increase Efficiency.*

U. S. Airlines

FACTS & FIGURES

Meteor: Gross revenues for the first half of 1956 reached $1,355,592.98, an increase of 125% over the 1955 first half. Net profit was $22,997.01, as against $11,041.52 in the same half of last year.

Pacific Northern: An interim report to stockholders for the first half of 1956 showed cargo revenues of $418,528. This represented 9% of the Alaskan airline's total revenues of $4,461,339.

Seaboard & Western: First half of 1956 showed earnings of $415,997 (44¢ a share) after taxes, as compared with last year's first-half earnings of $241,906 (25¢ a share). Operating revenues for the January-June period, at $9,148,000, were 16% above those for the same period of the year before. Adjustment of lease expense reduced costs $116,000.

Foreign Airlines

BEA: Fiscal year ended March 31 showed a net profit of $1,690,120. Gross profit ($3,364,393) was 68% above the 1955 total. Freight traffic rose 31.8%.

BOAC: A net profit of $329,646 was reported for the fiscal year ended March 31. An accumulated deficit of $2.4 million was wiped out. Previous net profit was $732,723. This was the fifth consecutive year in which the airline came through with a profit. Cargo carriage, which increased $960,400, yielded $10,628,800 in revenue—8.9% of total revenues.

Aircraft Manufacturers

Lockheed: Backlog of $1,390,649,000, an increase of 31%, is at a peacetime high. First-half earnings of $7,534,000 ($2.66 per share) compare with earnings of $9,089,000 ($3.21 per share) in the same period of last year. Expenditures of $8,736,000 for research and development were three times more than for the comparable period in 1955. President Robert E. Gross pointed out that had the company chosen not to invest in research and development, Lockheed's six-month net would have been "the greatest for any such period in the company's history and barely short of an all-time high."

Fairchild: Earnings of $664,000 on sales of $69,620,000 in the first six months are reported, as compared with last year's first-half earnings of $2,108,000 on sales of $78,911,000.

Martin: First-half net income, after taxes, was $4,442,232 ($1.64 per share), as against last year's net income of $5,522,378 ($2.05 per share).

Republic: Net income for first half, after taxes, was $3,504,651 ($2.38 per share). Last year's first-half net income was $9,524,554 ($6.47 per share).

United: Net income for first half was $20,556,235 ($4.06 per share), as compared with $15,302,738 ($3.02 per share) in the first half of 1955.

Published Next Month

10th Edition

AIR SHIPPERS' MANUAL

The numbered paragraphs below correspond with the numbers appearing in the coupon in this department. To order one or more pieces of literature, or other types of materials, at *absolutely no charge to you or your firm*, just encircle the corresponding number in the coupon, fill in the required information, and mail it in. *Air Transportation* will do the rest of the job.

238 Information on a new hydraulic powered heavy-duty flat steel strapping combination sealer and stretcher with built-in waste cut-off shear. Used for tying bulky and heavy items.

239 *How to Stack and Load Corrugated Shipping Boxes*, containing nine basic rules for efficient stacking and loading. Detailed illustrations describe effective methods.

240 TWA's condensed Memorandum Tariff, containing general and typical specific commodity rates from New York-Newark to Europe, Asia, and Africa.

241 Newly revised chart designed by Air Express International, showing 30,000 rate comparisons for 116 different world destinations. Includes pickup, cartage, documentation charges.

242 Fully detailed Cargo Memo Tariff No. 2 of Swissair. Features all information required by shippers, including general and specific commodity rates, interline, routing chart, documentation, etc.

243 *Just How Modern Is Your Business?*—an unusually interesting 14-page booklet describing the modern method of getting out your company's mail.

244 Towmotor's newest brochure which describes power steering of fork lift trucks.

245 New brochure commemorating Elwell Parker's fiftieth year of industrial truck production.

246 Catalog outlining a line of dispensing machines for gummed kraft, reinforced, cellophane, and pressure-sensitive tapes.

247 Pan American World Airways' expanded Currency Converter, featuring easy-to-read tables translating the currencies of 21 countries.

248 Information on a new adhesive felt tape which has been treated to provide additional strength. Reported to have excellent cushioning power.

249 Eight-page bulletin detailing the Farquhar line of wheel and roller type gravity conveyors.

250 Newest edition of the 48-page *Packaging and Carloading Guide* which should be valuable to all types of shippers.

251 *Airlines*, a 32-page publication which provides important background on various U. S. scheduled air carriers. Special section devoted to air cargo. Produced by an investment securities firm.

252 Memo Tariff of TAN Airlines, including air cargo rates, charges, and general information on the carrier's service to Latin America.

253 Catalog detailing 50 materials handling educational and training films which are available free of charge. Subjects cover batteries and battery, cranes, fork lift trucks, hand lift trucks, truck attachments, materials handling in specific industries, materials handling fundamentals, mechanical handling of specific products, safety, and steel strapping applications.

254 Thirty-two page booklet describing Towmotor's new Pace-Maker series of fork lift trucks.

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New Items This Month

It is the policy of the editors to retain each **Come 'n' Get It** item for a period of three months.

The items added this month are numbers 258 to 263 inclusive.

255 New booklet which shows how a manufacturer's product can effect material economies and wrapping and packing efficiencies. Product is used to convert used corrugated into wrapping and packing materials.

256 *Clarklift Features*, a new 16-page brochure which provides construction details, operating characteristics, and maintenance features of Clark fork trucks.

257 Literature describing manufacturer's line of single-stroke hand lift trucks.

258 What carrier regulations influence the shipment of your products? How do you determine the type and nature of your products? What specific kinds of corrugated board are available? The answers are in *How to Specify Corrugated Boxes*, a handy booklet.

259 Latest revised rate air freight sheet of TACA International Airlines showing rates between New Orleans to Central and South America.

260 New 28-page Guided Pallet Brochure designed to show how to save money and manpower through low-cost mechanized conveyance of materials. Illustrated and thoroughly detailed.

261 Want to Command a Flying Carpet? — a new folder outlining ACTA's charter cargo and group travel services.

262 New 12-page brochure showing latest trends in Hyster lift-truck design.

263 What do you know about airborne first-class mail? Ask for the illustrated booklet, *When is First Class Second Rate?*

BOOKS

(Continued from Page 22)

back to Oregon; but in spite of the glamor of American civilization, she returns to the land that has yet to be conquered. The contrast between the two frontiers—the one legendary, the other actual—is cleverly presented. And Shute, as usual, is extremely readable. . . . In **Miracle in Mississippi** (Comet Press Books; 252 pages; $3.50), Mrs. Leslie Harper Purcell tells the fascinating story of Dr. Laurence C. Jones of Piney Woods, Mississippi, and his Piney Woods Country Life School (which is no mystery to viewers of TV's This Is Your Life)—a meaningful signpost in race relations.

We commend you to D. C. Brown's **Journey from the Arctic** (Alfred A. Knopf; 232 pages; $4.50), a delightful volume in which the author tells the story of his trip by horseback, together with a companion, from Arctic Finland to Southern Norway. This is a low-pressure account, underscored by quiet humor, which goes a long way in giving the book its charm. . . . There's a good deal of excitement and honest-to-goodness adventure in John Skolle's **Azalai** (Harper & Brothers; 272 pages; $4.00), which takes the reader to that unknown part of the Sahara inhabited by the little-known, spear-throwing Tuaregs. The author, who made the dangerous trek across the Taoudeni-Timbuctoo trail, writes authoritatively and with a vivid pen. . . . In quieter vein, in full spirit with the countryside of Britain, is Andrew Young's **A Prospect of Britain** (Harper & Brothers; 200 pages; $3.50). Dr. Young's interest is in wild plants, and this has brought him to every part of Britain which has left indelible impressions on him. It is here where the author, a notable poet, paints a loving picture of Britain, dwelling largely on those scenes not visited by the average tourist. A travel story told in uncommonly beautiful terms.

NEW EQUIPMENT FOR THE *Shipper & Carrier*

Spring Packing Corp.: A new adhesive tape—a high-grade felt tape which has been treated to give it additional strength—is announced by the company. One side is coated with an extra-powerful pressure sensitive adhesive applied in "track form." This results in the new tape, Spring-Felt No. 124XN-T, which the company claims has "far greater strength than other felt or similar tape—in addition to which it is probably the lowest cost adhesive-backed felt tape ever offered to industry." The tape is reported to have unlimited uses in the heating, air-conditioning, electrical, transportation, electronic, construction, and other related fields. It can be applied with finger pressure, sealing against dust, dirt, wind, fumes, and moisture. It eliminates squeaks and rattles and has great cushioning power. The new tape is supplied in roll form and in die-cut and segmented form. In segmented form, a slit roll is put through a die cutting process in which the felt and the adhesive is cut through. The backing strip is left uncut, and the felt is then rewound to the original roll form. The user is able to pull off each successive piece like postage stamps from a roll. **(See Item No. 248, Come 'n' Get it.)**

Hyster Co.: Introduction of Hyster's entirely new lift truck series of 3,000-, 4,000- and 5,000-pound capacity models on pneumatic tires were introduced at the recent Material Handling Institute's Exposition of 1956. The new gasoline-powered Hyster 30, 40 and 50, styled by Henry Dreyfuss, reflect current automotive trends typified by compact, close-to-the-ground silhouette, increased safety, automobile-like controls, greater operator comfort, and faster speed of operation. Exclusive trunnion steer wheels, short overall length and what is said to be the industry's shortest turning radius are top features. They provide the highest maneuverability of any pneumatic tire lift trucks in their capacity range, Hyster claims. The manufacturer has keynoted safety throughout the new series. Long wheelbase for added stability, lowest center of gravity and lowest seat height are important factors. Brakes are self-energizing in both directions with a total of 125 square inches of braking area. Superior operator visibility is insured through interlocking rolled channel uprights with open view. Full-view controls, plenty of leg room and the low adjustable operator's seat, mountable from either side, also furnish added operating ease and comfort.

Load lifting speed of 48 f.p.m. for the Hyster 50 and 50 fpm. for the Hyster 30 and 40 are reported to be the fastest in their respective fields. Fast forward travel speed of 13.8 m.p.h. is featured in all models of the series. Quiet operation and ease in shifting is achieved from constant mesh transmissions. Heavy industrial engine with greater torque and high capacity liquid cooling system are designed for dependability and power to spare. Large 7.50 x 15 industrial tires are said to give superior traction and flotation over varied surface conditions whether inside or in yard areas. The single unit frame and body are of heavy reinforced steel construction. Cantilever swing up engine hood fully exposes internal mechanism for easy, quick service.

Valley Craft Products, Inc.: An all aluminum barrel truck, equipped with two-wheel safety brakes has been announced by the company. Designated

Ezy-Rol barrel cart, the manufacturer states that the light weight of this aluminum truck is valuable for use in delivery service or wherever it must be lifted by the operator. Two-wheel safety brakes incorporated in this truck are claimed to give the operator complete control of loads as heavy as 1,000 pounds when moving down ramps or steep inclines. Nonsparking aluminum construction is reported to make this cart ideal for use in plants where volatile materials are present as it eliminates the possibility of sparks between the truck and steel drums being handled. Pallet loading of drums is said to be easily accomplished with this cart while a spring actuated chime hook speeds all barrel handling operations. Easy tipping of the heaviest barrels, it is claimed, is possible because of special design of loading shoes which allow comparatively short handles to be used. These shorter handles provide easier turning inside of truck and car bodies during loading operations.

Jet-Pak, Inc.: The development and availability of two new types of Jet-Pak insulated bags designated as cushion-insulated and VCI-Lined Cushion Bags have been announced by the company. These bags are constructed with double bottoms and extra-heavy resilient padding for added protection. The cushioning, sealed within double walls of sturdy moisture-resistant kraft, is designed to protect the product from damage and moisture.

VCI-Lined Cushioned Bags, in addition to protecting products from rough handling, dampness and damage in transit, are reported to blanket ferrous metal and aluminum products with an invisible, dry vapor that provides "better protection than costly, time-consuming greasing." When removed from the bags, the parts are ready for immediate use, thus eliminating costly delays involved in degreasing. They are said to be

(*Concluded on Page 34*)

SPENCER-KLIXON

SPENCER-KLIXON is distributed by PEERLESS. SPENCER-KLIXON circuit breakers are precision calibrated for accurate operation. They are weatherproof and withstand shock and vibration far in excess of normal specifications. SPENCER-KLIXON is one of dozens of famous manufacturers who select PEERLESS as their Distributor.

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AIR SHIPPING ★ ★ ★

[REG. U. S. PAT. OFF.]

International Airline Cargo Rates

(including U. S. possessions and territories)

Air cargo rates quoted in this section refer only to points served *direct* by carriers, or by transhipment aboard aircraft of the *same* company. Interline agreements among most carriers enable shippers to route their cargoes via connecting airlines to nearly every part of the world. Rates are based on prevailing tariffs, airport to airport (see note).

Shippers are warned, however, that these rates are subject to change.

All international rates are quoted on an airport-to-airport service, with the pickup and delivery charges wholly apart.

Air carriers whose schedules and rates are included here are indicated by the letter following the airport symbol (see below).

AIRPORT SYMBOLS

ANC—Anchorage
BAL—Baltimore
BGR—Bangor, Me.
BUJ—Beaumont, Tex.
BOS—Boston
BRO—Brownsville, Tex.
BTV—Burlington, Vt.
CHS—Charleston, S. C.
CHI—Chicago
CVG—Cincinnati
CLE—Cleveland
CRP—Corpus Christi, Tex.
CTB—Cut Bank, Mont.
DAL—Dallas
DEN—Denver
YIP—Detroit
DLH—Duluth
ELD—El Dorado, Ark.
ELP—El Paso
EVV—Evansville, Ind.
FWA—Fort Wayne, Ind.
FTW—Fort Worth
GFK—Grand Forks, N. D.
GRW—Greenwood, Miss.
BDL—Hartford
HAV—Havana
HOT—Hot Springs, Ark.
HOU—Houston
HNL—Honolulu
IND—Indianapolis
JAN—Jackson, Miss.
JAX—Jacksonville
MKC—Kansas City, Mo.
KIN—Kingston, Jam.
LRD—Laredo
LIT—Little Rock, Ark.
LAX—Los Angeles
MEM—Memphis
MEX—Mexico City
MIA—Miami
MKE—Milwaukee
MSP—Minneapolis-St. Paul
MOB—Mobile
YML—Montreal
MSY—New Orleans
LGA—New York (La Guardia)
IDL—New York (Idlewild)
EWR—Newark
ORF—Norfolk
NLD—Nuevo Laredo, Mex.
OAK—Oakland, Calif.
OMA—Omaha, Nebr.
PUK—Paducah, Ky.
PIA—Peoria, Ill.
PHL—Philadelphia
PIT—Pittsburgh
PDX—Portland, Ore.
PVD—Providence
YOY—Sydney, N. S.
STL—St. Louis
PIE—St. Petersburg
SLC—Salt Lake City
SAT—San Antonio
SFO—San Francisco
SAV—Savannah
SEA—Seattle
SHV—Shreveport, La.
GEG—Spokane, Wash.
SGF—Springfield, Mo.
TPA—Tampa
HUF—Terre Haute, Ind.
TOL—Toledo, Ohio
YTO—Toronto, Ont.
YVR—Vancouver, B. C.
DCA—Washington, D. C.

AIRLINE SYMBOLS

A—American Airlines
AF—Air France
AS—Aerovias Sud Americana
AV—Avianca
B—Braniff International Airways
BO—British Overseas Airways Corp.
BZ—Brazilian International Airways REAL System
E—Eastern Air Lines
EL—El Al (Israel Airlines)
I—Icelandic Airlines
IB—Iberia Air Lines of Spain
J—Japan Airlines
K—KLM Royal Dutch Airlines
LI—Linee Aeree Italiane (Italian Airlines)
LH—Lufthansa German Airlines
LV—Linea Aeropostal Venezolana
N—National Airlines
NE—Northeast Airlines
NW—Northwest Airlines
P—Pan American World Airways and Panagra
Q—Qantas Empire Airways
R—Riddle Airlines
RN—RANSA
S—Sabena Belgian Airlines
SS—Scandinavian Airlines System
SW—Seaboard & Western Airlines
SR—Swissair
T—Trans-Canada Air Lines
TA—TACA International Airlines
TL—Transocean Air Lines
TN—TAN Airlines
TW—Trans World Airlines
U—United Air Lines
V—VARIG Airlines
W—Western Air Lines

SPECIAL NOTES

COMMODITY RATES: Apply to airlines.

FREIGHT OVER 1,000 POUNDS—Apply to airline for rates.

TRANSPACIFIC FREIGHT: Apply to airline for lower rates for shipments of over 440 pounds.

AF: Valuation charge is applicable only on shipments equal to or more than $7.49 per pound.

L: Shipments of less than 22 lbs. are sent air express.

T: More economical rates are offered for bulk cargo. There is a basic rate for cargoes 25 pounds and less, between 25 pounds and 100 pounds, and over 100 pounds. Consult the airline direct.

TC: Cheaper "deferred" rate available. Contact airline direct.

RATE SYMBOLS

* This involves onward carriage by another airline.
** Per $100 (Canadian Currency) value, pro-rata.
‡ Minimum charge for this shipment is that for 25 lbs.
* Rate of 25 lbs. or less.
* Minimum weight 50 lbs.
* Per hundredweight.
† Minimum charge per shipment $3.00.
†† Minimum charge per shipment $4.00.
‡‡ Minimum charge per shipment $7.00.
# Minimum charge per shipment $8.00.
c Canadian Currency.
d f Daily freighter service.
m Minimum charge under 100 lbs.
tm Truck to Miami.

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Aalborg, Denmark	IDL SS	1.24	.93	.40	Dly
"	LAX SS	1.51	1.19	.40	Dly
Abadan, Iran	IDL SS	2.00	1.51	.40	T,Th
"	BOS BO	1.99	1.49	.40	.....
"	YML BO	1.96	1.47	.40	.....
"	IDL BO	2.00	1.51	.40	.....
Abidjan, Ivory Coast	IDL AF	1.83	1.37	.40	T,Sa,M,W
"	BOS AF	1.81	1.36	.40	Sa
"	CHI AF	1.88	1.42	.40	W,Sa
"	YML AF	1.79	1.34	.40	W,Sa
Accra, Br. Gold Coast	IDL P	1.83	1.37	.40	Th
"	BOS P	1.81	1.36	.40	Th
"	CHI P	1.88	1.42	.40	Th
"	BOS BO	1.81	1.36	.40	Th,Sa
"	IDL BO	1.83	1.37	.40	Dly
"	YML BO	1.79	1.34	...	.....
Aden, Aden	IDL BO	2.24	1.68	.40	Dly
"	BOS BO	2.22	1.67	.40	Th,Sa
"	YML BO	2.26	1.70	...	.....
Ajaccio, Corsica	IDL AF	1.27	.96	.40	Dly except Sa
"	BOS AF	1.26	.95	.40	Sa
"	CHI AF	1.33	1.01	.40	W,Sa
"	YML AF	1.24	.93	.40	W,Sa
Alghero, Italy	IDL LI	1.47	1.10	.40	Dly
"	BOS LI	1.45	1.09	.40	M,W
Algiers, Algeria	IDL TW	1.33	1.00	.40	F
Algiers (Cont'd)	IDL AF	1.33	1.00	.40	Dly
"	BOS AF	1.32	0.98	.40	Sa
"	CHI AF	1.39	1.05	.40	W,Sa
"	YML AF	1.29	.97	.40	W,Sa
"	CHI TW	1.39	1.05	.40	T,F
"	PHL TW	1.35	1.02	.40	F
"	MKC TW	1.46	1.11	.40	F
"	LAX TW	1.60	1.26	.40	Th
Amman Trans Jordan	IDL BO	1.79	1.34	.40	.....
"	BOS BO	1.77	1.33	.40	.....
"	YML BO	1.75	1.31	.40	.....
Amsterdam, Neth.	IDL S	1.17	.88	.30	Dly except M
"	YML BO	1.12	.84	.40	.....
"	IDL P	1.17	.88	.30	Dly
"	BOS P	1.15	.86	.30	Dly
"	CHI P	1.22	.93	.40	Dly
"	PHL P	1.18	.89	.30	M,W,F
"	IDL SS	1.17	.88	.30	Dly
"	LAX SS	1.43	1.13	.40	Dly
"	IDL SR	1.17	.88	.30	Dly
"	IDL K	1.17	.88	.30	Dly
"	YML K	1.12	.84	.30	Su,W,Sa
"	IDL SW	1.17	.88	.30	.....
"	IDL EL	1.17	.88	.30	T,F,Sa
Anchorage, Alaska	SEA NW	.23	.17	.15	Dly
"	MSP NW	.41	.31	.15	Dly
"	IDL NW	.52	.39	.20	Dly
"	CHI NW	.44	.33	.20	Dly
Ankara, Turkey	IDL K	1.72	1.29	.40	T,Th
"	IDL P	1.72	1.29	.40	Su,M,W,F
"	BOS P	1.71	1.28	.40	Su,M,W,F
"	CHI P	1.78	1.35	.40	Su,M,W,F
Antigua, B.W.I.	IDL P	.34	.26	.20	Dly
"	MIA P	.25	.19	.10	Dly
Antofagasta, Chile	MIA P	1.17	.78	.30	T,Th
"	BOS P	1.27	.96	.40	W,Sa
"	MSY P	1.19	.90	.30	T,Sa
"	HOU P	1.22	.92	.40	T,F
"	BRO P	1.22	.92	.40	T,F
"	LAX P	1.36	1.02	.40	T,Th
"	SFO P	1.42	1.07	.40	T,Th
Antwerp, Belgium	IDL S	1.17	.88	.30	Dly except M
Arecibo, P. R.	MIA R	.15	.12	.10	Dly
"	IDL R	.22	.20	.10	Dly
Arequipa, Peru	MIA P	1.00	.75	.30	Sa
"	MSY P	1.07	.80	.30	Sa
"	HOU P	1.09	.82	.30	F
"	BRO P	1.09	.82	.30	F
"	LAX P	1.22	.92	.40	Th
Arica, Chile	MIA P	1.07	.80	.30	Su
"	MSY P	1.12	.85	.30	Su
"	HOU P	1.16	.87	.30	F
"	BRO P	1.16	.87	.30	F
Armenia, Colombia	MIA AV	.54	.41	.15	M,T,W,F,Su
"	IDL AV	.64	.48	.20	Dly
Aruba, N.W.I.	MIA K	.30	.23	.15	Dly
"	YML K	.45	.35	.15	Dly
"	MIA RN	.30	.23	.15	Th
Asuncion, Paraguay	BRO B	1.49	1.12	.40	M
"	CHI B	1.50	1.13	.40	M
"	CRP B	1.49	1.12	.40	M
"	DAL B	1.50	1.13	.40	M
"	FTW B	1.50	1.13	.40	M
"	HOU B	1.49	1.12	.40	M
"	LRD B	1.55	1.16	.40	M
"	MIA B	1.39	1.04	.40	M
"	SAT B	1.50	1.13	.40	M
"	MIA BZ	1.29	.95	.40	T,Th,Sa
"	IDL P	1.47	1.11	.40	Su,T,Sa
"	HOU P	1.49	1.12	.40	M
"	BRO P	1.49	1.12	.40	T
"	LAX P	1.39	1.05	.40	T,Th
"	MIA P	1.39	1.04	.40	Su,M,Th
"	MSY P	1.46	1.10	.40	Th,Sa
Athens, Greece	IDL LI	1.60	1.20	.40	Dly
"	BOS LI	1.58	1.19	.40	M,W
"	IDL AF	1.60	1.20	.40	Su,T,W,F
"	BOS AF	1.59	1.19	.40	Sa
"	CHI AF	1.66	1.26	.40	W,Su
"	YML AF	1.56	1.17	.40	W,Su
"	IDL K	1.60	1.20	.40	Su,M,W,Th,Sa

SHIPPERS, ATTENTION!

The rates published in this section are General Commodity Rates. For Specific Commodity Rates, which are substantially lower, apply to the airline or authorized air cargo agent/air freight forwarder.

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Athens (Cont'd)	YML K	1.56	1.17	.40	Su,Th,F
"	IDL EL	1.60	1.20	.40	T,F,Sa
"	IDL SS	1.60	1.20	.40	Dly
"	LAX SS	1.87	1.46	.40	M,W,Sa
"	IDL TW	1.60	1.20	.40	10 Weekly
"	CHI TW	1.66	1.26	.40	10 Weekly
"	PHL TW	1.62	1.22	.40	9 Weekly
"	MKC TW	1.73	1.31	.40	9 Weekly
"	LAX TW	1.87	1.46	.40	10 Weekly
"	BOS TW	1.58	1.19	.40	F
"	IDL S	1.60	1.20	.40	Su,T,F
"	IDL SR	1.60	1.20	.40	Dly ex. M,Th
Auckland, N. Z.	LAX P	2.04	1.53	.40	Su,W,F
"	SFO P	2.04	1.53	.40	Su,W,F
"	PDX P	2.04	1.53	.40	Su,W,F
"	SEA P	2.05	1.53	.40	M,W,F
"	IDL P	3.91	2.93	.40	Su,W,F
"	BOS P	3.89	2.92	.40	Su,W,F
"	CHI P	2.25	1.72	.40	Su,W,F
Baghdad, Iraq	IDL BO	1.97	1.48	.40	Dly
"	BOS BO	1.95	1.47	.40	Th,Sa
"	YML BO	1.93	1.45	.40	. . . . .
"	IDL K	1.97	1.48	.40	Su,T,Th
"	YML K	1.93	1.45	.40	W
"	IDL SS	1.97	1.48	.40	Su,F
"	IDL AF	1.93	1.45	.40	Su,T,W
"	BOS AF	1.91	1.43	.40	Sa
"	YML AF	1.89	1.42	.40	W,Sa
"	CHI AF	1.98	1.50	.40	W,Sa
Bahrein, Arabia	IDL BO	2.09	1.57	.40	Dly
"	BOS BO	2.07	1.56	.40	W,Sa
"	YML BO	2.05	1.54	.40	. . . . .
Balboa, Canal Zone	MIA P	.39	.20	.20	Dly
"	MSY P	.45	.34	.20	Dly ex. M,F
"	HOU P	.48	.37	.20	Dly
"	BRO P	.48	.37	.20	Su,T,F
"	LAX P	.61	.46	.20	Su,T,W,Sa
"	SFO P	.68	.51	.20	Su,T,W,Sa
"	BRO B	.48	.36	.20	M,T
"	CRP B	.48	.36	.20	M,T
"	DAL B	.51	.38	.20	M,T
"	FTW B	.51	.38	.20	M,T
"	HOU B	.48	.36	.20	M,T
"	MIA B	.39	.19	.20	M,T,Th,F,Sa
"	SAT B	.51	.38	.20	M,T
"	MSY TA	.45	.24	.20	T,Sa
Bamako, Fr. W. Afr.	IDL AF	1.78	1.33	.40	Th
"	BOS AF	1.76	1.32	.40	Sa
"	CHI AF	1.84	1.39	.40	W,Sa
"	YML AF	1.74	1.30	.40	W,Sa
Bangkok, Siam	IDL P	2.95	2.21	.40	Dly
"	PDX P	2.77	2.08	.40	M,T,W,F
"	SEA P	2.77	2.08	.40	M,T,W,F
"	LAX P	2.77	2.08	.40	Dly ex. M,Th
"	BOS P	2.93	2.20	.40	Dly
"	PHL P	2.26	2.03	.40	W,F
"	SFO P	2.77	2.08	.40	Dly ex. M,Th
"	IDL SS	2.95	2.21	.40	T,Th,Sa
"	LAX SS	3.22	2.47	.40	T,Th,Sa
"	IDL AF	2.86	2.15	.40	Sa
"	BOS AF	2.84	2.13	.40	Sa
"	CHI AF	2.92	2.20	.40	W,Sa
"	YML AF	2.82	2.13	.40	W,Sa
"	IDL BO	2.95	2.21	.33	Dly
"	BOS BO	2.93	2.20	.33	Th,Sa
"	YML BO	2.91	2.18	.40	. . . . .
"	IDL K	2.95	2.21	.40	Dly
"	YML K	2.91	2.18	.27	W,Sa
Bangui, Fr. Eq. Afr.	IDL AF	2.00	1.50	.40	Sa
"	BOS AF	2.07	1.55	.40	Sa
"	CHI AF	2.15	1.62	.40	W,Sa
"	YML AF	2.05	1.53	.40	W,Sa
Barbados, B.W.I.	IDL BO	.44	.33	.15	Dly
"	MIA BO	.37	.29	.20	W,Sa
"	YML BO	.49	.37	.20	. . . . .
"	YML T	.49	.37	.20	W
"	YTO T	.49	.37	.20	W
Barcelona, Spain	IDL AF	1.27	.95	.40	Sa,T,F
"	BOS AF	1.25	.94	.40	Sa
Barcelona (Cont'd)	CHI AF	1.32	1.00	.40	W,Sa
"	YML AF	1.22	.92	.40	W,Sa
"	IDL IB	1.27	.95	.25	W,F
"	IDL S	1.27	.95	.40	Th,Sa
"	IDL P	1.27	.95	.40	T,Sa
"	BOS P	1.25	.94	.40	T,Sa
"	CHI P	1.32	1.00	.40	T,Sa
"	LAX P	1.53	1.21	.40	M,F
"	SFO P	1.56	1.20	.40	M,F
"	IDL SR	1.27	.95	.40	Dly
"	IDL K	1.27	.95	.40	M,Th,Sa
Barcelona, Venezuela	IDL LV	.51	.38	.20	Dly except Su
"	MIA LV	.41	.31	.20	Dly except Su
"	MIA RN	.41	.31	.15	W
Bari, Italy	IDL LI	1.46	1.10	.40	Dly
"	BOS LI	1.44	1.09	.40	M,W
Barranca,	MIA AV	.54	.41	.20	Su,M,W
Bermeja, Col.	IDL AV	.64	.48	.20	Su,T,F
Barranquilla, Col.	MIA AV	.39	.20	.20	Su,M,W
"	IDL AV	.49	.37	.20	Dly
"	MIA P	.39	.29	.20	Dly
"	MSY P	.45	.34	.20	Dly ex. M,W
"	HOU P	.48	.37	.20	Dly
"	BRO P	.47	.37	.20	Su,T,F
"	LAX P	.63	.47	.20	Su,T,W,Sa
"	MIA K	.39	.29	.15	M,F
"	YML K	.54	.41	.15	F
Basle, Switzerland	IDL SR	1.24	.93	.40	Dly
"	IDL AF	1.24	.93	.40	. . . . .
"	BOS AF	1.22	.92	.40	. . . . .
"	CHI AF	1.30	.98	.40	. . . . .
"	YML AF	1.20	.90	.30	. . . . .
Basra, Iraq	IDL K	2.01	1.51	.40	T,W
"	YML K	1.97	1.48	.40	Su
"	BOS BO	1.99	1.50	.40	Th,Sa
"	YML BO	1.97	1.48	.40	. . . . .
"	IDL BO	2.01	1.51	.40	. . . . .
"	IDL TW	1.84	1.38	.40	Su,T
"	PHL TW	1.86	1.40	.40	Su,T
"	CHI TW	1.90	1.43	.40	Su,T
"	MKC TW	1.97	1.49	.40	Su,T
"	LAX TW	2.11	1.64	.40	M,Sa
Bastia, Corsica	IDL AF	1.27	.96	.40	Dly except F
"	BOS AF	1.26	.95	.40	Sa
"	CHI AF	1.33	1.01	.40	W,Sa
"	YML AF	1.24	.93	.40	W,Sa
Beirut, Lebanon	IDL AF	1.75	1.32	.40	Su,T,W,F,Sa
"	BOS AF	1.73	1.30	.40	Sa
"	CHI AF	1.81	1.37	.40	W,Sa
"	YML AF	1.71	1.29	.40	W,Sa
"	IDL SS	1.79	1.34	.40	Su,T
"	LAX SS	2.05	1.60	.40	M,T
"	IDL S	1.79	1.34	.40	W
"	IDL P	1.79	1.34	.40	Dly
"	BOS P	1.77	1.33	.40	Dly
"	PHL P	1.77	1.34	.40	M
"	CHI P	1.81	1.37	.40	Dly
"	LAX P	2.05	1.60	.40	Dly
"	SFO P	2.04	1.56	.40	Dly
"	IDL K	1.79	1.34	.40	Dly
"	YML K	1.75	1.31	.40	Su,Th,F
"	IDL BO	1.79	1.34	.40	Dly
"	BOS BO	1.77	1.33	.40	Th,Sa
"	YML BO	1.75	1.31	.40	M,W,F,Sa
"	IDL SR	1.79	1.34	.40	Dly ex. Su,Th
Belem, Brazil	IDL P	.94	.71	.30	Su,M,W
"	MIA P	.89	.67	.30	Su,T,Sa
"	MSY P	1.28	.97	.40	Su,T,Sa
"	HOU P	1.38	1.04	.40	Su,T,Sa
"	BRO P	1.31	.98	.40	Su,T,F
"	LAX P	1.56	1.56	.40	Su,T
"	IDL V	.94	.71	.20	W,Sa
"	MIA BZ	.89	.67	.30	. . . . .
"	IDL BZ	.94	.71	.30	. . . . .
Belgrade, Yugoslavia	IDL SR	1.52	1.14	.40	T,F
	IDL LI	1.52	1.14	.40	Su,T,Th,F
	BOS LI	1.50	1.13	.40	M,W
Belize, Br. Hond.	MSY TA	.30	.16	.20	T,Sa
"	MEX TA	.33	.24	.20	T,Sa
Belize (Cont'd	PIE AS	.25	.14	.10	Dly
"	MIA TN	.20	.15	.10	M,Th
Bergen, Norway	IDL SS	1.24	.93	.40	Dly
"	LAX SS	1.51	1.19	.40	Dly
Berlin, Germany	IDL AF	1.30	.98	.40	Dly
"	BOS AF	1.28	.97	.40	F
"	CHI AF	1.36	1.03	.40	. . . . .
"	YML AF	1.26	.95	.40	. . . . .
"	BOS P	1.28	.97	.40	Dly
"	IDL P	1.30	.98	.40	Dly
"	CHI P	1.28	.97	.40	Dly
"	LAX P	1.57	1.23	.40	Dly
"	SFO P	1.59	1.23	.40	Dly
"	IDL SS	1.30	.98	.40	Dly
"	LAX SS	1.57	1.23	.40	Dly
Bermuda	LGA E	.20	.15	.10	Dly
"	DCA E	.20	.15	.10	Su,Sa
"	YML E	.25	.19	.10	. . . . .
"	IDL P	.20	.15	.10	Dly
"	BOS P	.20	.15	.10	Dly
"	YML T**	.25	.19	.05	Su,W
"	YTO T**	.25	.19	.05	Su,W
"	BOS BO	.20	.15	.07	Th,Sa
"	YML BO	.25	.19	.10	. . . . .
"	MIA BO	.25	.19	.10	. . . . .
"	IDL BO	.20	.15	.07	Su,F,Sa
"	PHL BO	.24	.18	. . .	. . . . .
Berne, Switzerland	IDL SR	1.24	.93	.40	Dly
Bimini, Bahama Is.	MIA BO	.05		.10	. . . . .
Bitam, F.E.A.	IDL AF	2.09	1.56	.40	. . . . .
"	BOS AF	2.07	1.55	.40	. . . . .
"	CHI AF	2.15	1.62	.40	. . . . .
"	YML AF	1.25	.95	.40	. . . . .
Bogota, Colombia	IDL AV	.64	.48	.20	Su,W
"	MIA AV	.54	.41	.20	Su,M,W
"	PIE AS	.50	.28	.20	Su,W
Bombay, India	IDL BO	2.51	1.88	.40	Dly
"	YML BO	2.47	1.85	.40	. . . . .
"	BOS BO	2.49	1.87	.40	Th,Sa
"	CHI TW	2.06	1.56	.40	Su,T
"	IDL TW	2.00	1.51	.40	Su,T
"	PHL TW	2.02	1.52	.40	Su,T
"	MKC TW	2.13	1.61	.40	Su,T
"	LAX TW	2.27	1.76	.40	M,Sa
Bonaire, N.W.I.	MIA K	.30	.23	.20	Dly
Bonn, Germany	IDL LH	1.21	.91	.40	M,T,Th,F,Sa
"	IDL S	1.21	.91	.40	. . . . .
Bordeaux, France	IDL AF	1.23	.92	.40	Su,M,T,W,Sa
"	BOS AF	1.21	.91	.40	Sa
"	CHI AF	1.28	.98	.40	W,Sa
"	YML AF	1.19	.89	.30	W,Sa
Brazzaville, Fr. Eq. Af.	IDL AF	2.09	1.56	.40	M,T,Sa
	BOS AF	2.07	1.55	.40	Sa
"	CHI AF	2.15	1.62	.40	W,Sa
"	YML AF	2.05	1.53	.40	W,Sa
"	IDL BO	2.09	1.56	.40	. . . . .
"	BOS BO	2.07	1.55	.40	. . . . .
"	YML BO	2.05	1.53	.40	. . . . .
"	IDL K	2.15	1.61	.40	T,Sa
"	YML K	2.11	1.58	.40	Sa
"	IDL EL	2.09	1.56	.40	. . . . .
Bremen, Germany	IDL SS	1.24	.93	.40	Dly
"	LAX SS	1.51	1.19	.40	Dly
"	IDL K	1.24	.93	.40	Dly except Sa
"	YML K	1.20	.90	.30	Su,Th,F
Brussels, Belgium	IDL S	1.17	.88	.30	Dly except M
"	IDL P	1.17	.88	.30	Su,W,Th,Sa
"	BOS P	1.15	.86	.30	Su,W,Th,Sa
"	CHI P	1.22	.93	.40	Su,W,Th,Sa
"	LAX P	1.43	1.13	.40	Su,W,Th,Sa
"	SFO P	1.46	1.13	.40	Su,W,Th,Sa
"	IDL SW	1.17	.88	.30	. . . . .
"	IDL K	1.17	.88	.30	Dly
"	YML K	1.12	.84	.30	Su,W,Sa
"	IDL BO	1.17	.88	.30	Dly
"	BOS BO	1.15	.86	.30	. . . . .
"	YML BO	1.12	.84	.30	. . . . .
"	IDL SR	1.17	.88	.30	Dly
Bucaramanga, Colombia	MIA AV	.54	.41	.20	Dly ex. Th,Sa
	IDL AV	.64	.48	.20	Dly

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Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Budapest, Hungary	IDL K	1.48	1.11	.40	W
"	YML K	1.44	1.08	.40	T
Buenos Aires, Argentina	IDL P	1.55	1.16	.40	Dly
"	MIA P	1.47	1.11	.40	Dly
"	MSY P	1.53	1.15	.40	Dly ex. M,W
"	HOU P	1.56	1.17	.40	Dly
"	BRO P	1.55	1.16	.40	Su,T,F
"	LAX P	1.69	1.27	.40	Su,T,W,Sa
"	SFO P	1.76	1.32	.40	Su,T,W,Sa
"	IDL V	1.55	1.16	.40	W,Sa
"	BRO B	1.56	1.17	.40	M
"	CRP B	1.56	1.17	.40	M
"	DAL B	1.59	1.20	.40	M
"	FTW B	1.59	1.20	.40	M
"	HOU B	1.56	1.17	.40	M
"	MIA B	1.47	1.10	.40	M,F
"	SAT B	1.56	1.17	.40	M
"	MIA BZ	1.32	.99	.40	T,Th,Sa
"	IDL BZ	1.48	1.10	.40	.....
Cagliari, Italy	IDL LI	1.47	1.10	.40	Dly
"	BOS BO	1.45	1.09	.40	M,W
Cairo, Egypt	IDL S	1.79	1.34	.40	Th,F,Sa
"	IDL BO	1.79	1.34	.40	Dly
"	YML BO	1.75	1.31	.40	.....
"	BOS BO	1.77	1.33	.40	Th,Sa
"	IDL AF	1.79	1.34	.40	T,W,Th,Sa
"	BOS AF	1.77	1.33	.40	Sa
"	CHI AF	1.85	1.39	.40	W,Sa
"	YML AF	1.75	1.31	.40	W,Sa
"	IDL K	1.79	1.34	.25	Dly except Th
"	YML K	1.75	1.31	.25	Su,Th,F
"	IDL SS	1.79	1.34	.40	M,W,Th
"	LAX SS	2.05	1.60	.40	M,W,Th
"	IDL TW	1.67	1.25	.40	11 Weekly
"	CHI TW	1.72	1.30	.40	12 Weekly
"	BOS TW	1.65	1.24	.40	F
"	LAX TW	1.94	1.51	.40	12 Weekly
"	PHL TW	1.68	1.27	.40	11 Weekly
"	MKC TW	1.80	1.36	.40	11 Weekly
"	IDL SR	1.79	1.34	.40	Dly
Calcutta, India	IDL P	2.64	1.98	.40	T,W,Sa
"	BOS P	2.62	1.96	.40	T,W,Sa
"	PHL P	2.58	1.94	.40	M,W,F
"	SFO P	2.85	2.17	.40	T,W,Sa
"	LAX P	3.04	2.28	.40	T,Sa
"	IDL SS	2.64	1.98	.40	T,Sa
"	IDL K	2.64	1.98	.40	Su,F
"	YML K	2.59	1.95	.40	Su,F
"	IDL BO	2.64	1.98	.40	Su,W
"	BOS BO	2.62	1.96	.40	W,F,Sa
"	YML BO	2.59	1.95	.40	.....
"	IDL AF	2.64	1.98	.40	Su,T,W,Sa
"	BOS AF	2.62	1.96	.40	Sa
"	CHI AF	2.82	2.03	.40	W,Sa
"	YML AF	2.59	1.95	.40	W,Sa
Calgary, Alb., Can.	IDL T	.26	21.10•	.10	Dly
Cali, Colombia	MIA P	.54	.41	.20	Dly
"	IDL AV	.64	.48	.20	Dly
"	MIA AV	.54	.41	.20	M,T,W,F,Su
"	MSY P	.60	.45	.20	Dly ex. M,W
"	HOU P	.63	.48	.20	Dly
"	BRO P	.63	.48	.20	Su,T,F
"	LAX P	.77	.58	.30	Su,T,W,Sa
Camaguey, Cuba	MIA P	.12	.09	.10	Dly
Canton Island	LAX P	1.34	1.00	.40	M,T,Th,Sa
"	SFO P	1.34	1.00	.40	M,T,Th,Sa
"	PDX P	1.34	1.00	.40	M,T,Th,Sa
"	SEA P	1.34	1.00	.40	M,T,Th,Sa
Capetown, U. S. Af.	IDL BO	2.45	1.83	.40	Dly
"	BOS BO	2.43	1.82	.40	Th,Sa
"	YML BO	2.40	1.81	.40	.....
Caracas, Venezuela *(See La Guaira)*					
Cartagena, Colombia	IDL AV	.56	.43	.20	T,Sa
"	MIA AV	.46	.35	.20	M,T,W,F,Su
Casablanca, Fr. Morocco	BOS AF	1.24	.93	.40	Sa
"	IDL AF	1.26	.95	.40	Dly
"	CHI AF	1.32	1.00	.40	W,Sa
"	YML AF	1.22	.92	.40	W,Sa
"	IDL S	1.26	.95	.40	Th
Cat Cay, Bahamas	MIA BO	.05	....	.10	.....
Catania, Italy	IDL LI	1.50	1.12	.40	M,W,F
"	BOS LI	1.48	1.11	.40	F
Cayenne, Fr. Guiana	IDL P	.70	.53	.20	T
"	MIA P	.63	.48	.20	T
"	MSY P	.70	.52	.20	Su
"	HOU P	.73	.55	.20	Su
"	BRO P	.73	.55	.20	T
"	LAX P	.87	.66	.30	Su
Christiansand, Norway	IDL K	1.24	.93	.40	M,W,F
"	YML K	1.20	.90	.40	W
"	IDL SS	1.24	.93	.40	Dly
"	LAX SS	1.51	1.19	.40	Dly
Ciudad Trujillo, DR.	ITL P	.25	.21	.10	Dly
"	MIA P	.15	.12	.10	Dly
"	MSY P	.22	.18	.10	Dly
"	IDL V	.25	.21	.15	W,Sa
"	CHI DC	.28	.24	.10	M,T,Sa
"	YIP DC	.27	.23	.10	M,T,Sa
"	HOU DC	.25	.22	.10	M,T,Sa
"	MSY DC	.22	.18	.10	M,T,Sa
"	MEM DC	.26	.21	.10	M,T,Sa
Cochabamba, Bolivia	MIA P	1.13	.85	.30	M,W,F,Sa
"	MSY P	1.19	.90	.30	Dly ex. M,W
"	HOU P	1.22	.92	.40	M,W,F,Sa
"	BRO P	1.22	.92	.40	Su,T,F
"	LAX P	1.36	1.02	.40	Su,T,W,Sa
Cologne, Germany	IDL S	1.21	.91	.40	Dly except M
"	IDL LH	1.21	.91	.40	M,T,Th,F,Sa
"	IDL P	1.21	.91	.40	Dly
"	BOS P	1.19	.89	.30	Dly
"	CHI P	1.27	.96	.40	Dly
"	IDL SS	1.21	.91	.40	Dly
"	LAX SS	1.47	1.16	.40	Dly

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Colombo, Ceylon	IDL BO	2.66	1.99	.40	Dly
"	BOS BO	2.64	1.98	.40	Th,Sa
"	YML BO	2.62	1.96	....	.....
"	IDL TW	2.15	1.61	.40	Su,T
"	CHI TW	2.20	1.66	.40	Su,T
"	LAX TW	2.42	1.87	.40	Sa,M
"	PHL TW	2.16	1.63	.40	Su,T
"	MKC TW	2.28	1.72	.40	Su,T
"	IDL K	2.66	1.99	.40	M,Th
Comiso, Italy	IDL LI	1.53	1.14	.40	M,W,F
"	BOS LI	1.51	1.13	.40	F
Conakry, Fr. W. Af.	IDL AF	1.62	1.22	.40	T,Sa,Su
"	BOS AF	1.61	1.20	.40	Sa
"	CHI AF	1.68	1.27	.40	W,Sa
"	YML AF	1.58	1.18	.40	W,Sa
Concepcion, Bolivia	MIA P	1.17	.87	.30	Sa
"	MSY P	1.22	.92	.40	Sa
"	HOU P	1.26	.94	.40	Sa
"	BRO P	1.26	.94	.40	Sa
"	LAX P	1.39	1.05	.40	Sa
Copenhagen, Den.	IDL SS	1.24	.93	.40	Dly
"	LAX SS	1.51	1.19	.40	Dly
"	IDL S	1.24	.93	.40	Dly except M
"	IDL SR	1.24	.93	.40	Dly
"	IDL K	1.24	.93	.40	Dly
"	YML K	1.20	.90	.30	Su,Th,F
"	BOS P	1.22	.92	.40	Dly except Su
"	IDL P	1.24	.93	.40	Dly except Su
"	CHI P	1.30	.99	.40	Dly except Su
"	PHL P	1.26	.95	.40	W,F
"	IDL AF	1.24	.93	.40	Su,M,Th,F
"	BOS AF	1.22	.92	.40	Sa
"	CHI AF	1.30	.99	.40	W,Sa
"	YML AF	1.20	.90	.30	W,Sa
Cotonou, Fr. W. Afr.	IDL AF	1.83	1.37	.40	M
"	BOS AF	1.81	1.36	.40	Sa
"	CHI AF	1.88	1.42	.40	W,Sa
"	YML AF	1.79	1.34	.40	W,Sa
Cristobal, Canal Zone	MIA P	.39	.30	.20	Dly
"	MSY P	.45	.34	.20	Dly ex. M,W
"	HOU P	.48	.37	.20	Dly
"	BRO P	.49	.37	.20	Su,T,F
"	LAX P	.61	.46	.20	Su,T,W,Sa
"	MSY TA	.45	.24	.20	T,Sa
Cucuta, Colombia	IDL AV	.64	.48	.20	Dly
"	MIA AV	.54	.41	.20	Su,M,W
Curacao, N.W.I.	IDL P	.40	.31	.20	Su,T,Th,Sa
"	MIA P	.30	.23	.20	Su,M,W,F
"	MIA K	.30	.23	.20	Dly
"	YML K	.45	.35	.20	T,F
"	MIA RN	.30	.23	.20	Th
Curitiba, Brazil	MIA BZ	1.08	.80	.30	T,Th,Sa
"	IDL BZ	1.24	.91	.40	.....
Dacca, Pakistan	IDL BO	2.64	1.98	.40	Dly
"	BOS BO	2.62	1.96	.40	W,Sa
"	YML BO	2.59	1.95	....	.....
Dakar, Senegal	IDL P	1.45	1.09	.40	Su,Th
Fr. W. Africa	IDL AF	1.45	1.09	.40	T,W,Th,Sa,Su
"	BOS AF	1.43	1.08	.40	Sa
"	CHI AF	1.51	1.14	.40	W,Sa
"	YML AF	1.41	1.06	.40	W,Sa
"	IDL SR	1.45	1.09	.40	M,W,F,Sa
"	IDL K	1.42	1.07	.40	.....
"	IDL P	1.42	1.07	.40	Th
"	BOS P	1.43	1.08	.40	Th
"	CHI P	1.51	1.14	.40	Th
Damascus, Syria	IDL P	1.79	1.34	.40	M,W,F,Sa
"	PHL P	1.77	1.34	.40	M,W,F,Sa
"	BOS P	1.77	1.73	.40	Dly except Su
"	CHI P	1.85	1.39	.40	Dly except Su
"	LAX P	2.05	1.60	.40	Dly except Su
"	IDL AF	1.79	1.34	.40	W,Sa
"	BOS AF	1.77	1.33	.40	Sa
"	CHI AF	1.85	1.39	.40	W,Sa
"	YML AF	1.75	1.31	.40	W,Sa
"	IDL BO	1.79	1.34	.40	Dly
"	YML BO	1.75	1.31	.40	.....
"	BOS BO	1.77	1.33	.40	Th,Sa
"	IDL SS	1.79	1.34	.40	M,Th,Sa
"	LAX SS	2.05	1.60	.40	M,Th,Sa
"	IDL K	1.79	1.34	.40	Su,M,Th
"	IDL SR	1.79	1.34	.40	M,T,W,F,Sa
Dar-es-Salaam, Tanganyika	YML BO	2.11	1.58	.40	.....
"	BOS BO	2.13	1.60	.40	Th,Sa
"	IDL BO	2.15	1.61	.40	Dly
Darwin, Australia	IDL BO	3.16	2.37	.40	Dly
"	BOS BO	3.14	2.35	.40	Th,Sa
"	YML BO	3.12	2.34	.40	.....
Delhi, India	IDL BO	2.53	1.90	.40	Dly
"	YML BO	2.49	1.87	.40	.....
"	BOS BO	2.51	1.88	.40	Th,Sa
"	IDL K	2.53	1.90	.40	W,Th
"	IDL AF	2.53	1.90	.40	.....
"	BOS AF	2.51	1.88	.40	.....
"	CHI AF	2.59	1.95	.40	.....
"	YML AF	2.49	1.87	.40	.....
Dhahran, Saudi Arabia	IDL TW	1.87	1.41	.40	Su,T
"	CHI TW	1.93	1.46	.40	Su,T
"	PHL TW	1.89	1.42	.40	Su,T
"	MKC TW	2.00	1.52	.40	Su,T
"	LAX TW	2.14	1.66	.40	Sa,M
"	IDL K	2.09	1.57	.40	T,F
"	YML K	2.05	1.54	.40	Su
Djambala, F.E.A.	IDL AF	2.15	1.61	.40	F
"	BOS AF	2.13	1.60	.40	Sa
"	CHI AF	2.21	1.66	.40	W,Sa
"	YML AF	2.11	1.58	.40	W,Sa
Dolisie, F.E.A.	IDL AF	2.15	1.61	.40	M,F
"	BOS AF	2.13	1.60	.40	Sa
"	CHI AF	2.21	1.66	.40	W,Sa
"	YML AF	2.11	1.58	.40	W,Sa

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Douala, Fr. W. Africa	IDL AF	2.07	1.55	.40	T,W,F,M
"	BOS AF	2.05	1.54	.40	Sa
"	CHI AF	2.13	1.61	.40	W,Sa
"	YML AF	2.03	1.52	.40	W,Sa
Dublin, Eire	IDL K•	1.03	.77	.30	Dly
Dusseldorf, Ger.	IDL SS	1.21	.91	.40	Dly
"	IDL SS	1.47	1.16	.40	M,W,Sa
"	IDL S	1.21	.91	.40	Dly except M
"	IDL K	1.21	.91	.40	Dly
"	YML K	1.17	.88	.30	Su,Th,F
"	IDL AF	1.21	.91	.40	Dly
"	BOS AF	1.19	.89	.30	Sa
"	CHI AF	1.27	.96	.40	W,Sa
"	YML AF	1.17	.88	.30	W,Sa
"	BOS P	1.19	.89	.40	Dly
"	IDL P	1.21	.91	.40	Dly
"	CHI P	1.27	.96	.40	Dly except W
"	IDL SR	1.21	.91	.40	Dly
"	IDL SW	1.21	.91	.40	.....
"	IDL BO	1.21	.91	.40	Dly
"	YML BO	1.17	.88	.30	.....
"	BOS BO	1.19	.89	.40	Dly
"	IDL LH	1.21	.91	.40	Dly except T
Edmonton, Alberta, Canada	IDL T	.26	21.10•	.10	Dly
"	CTB W	.07	.0527	.10	Dly
"	MSP W	.22	.16	.10	Dly
"	IDL NW	.28	.21	.10	M,W,F
"	CHI NW	.26	.22	.10	M,W,F
"	MSP NW	.26	.22	.10	M,W,F
Elizabethville, Belgian Congo	IDL S	2.15	1.61	.40	T,W,Sa
Entebbe, Uganda	IDL BO	2.15	1.61	.40	Dly
"	BOS BO	2.13	1.60	.40	Th,Sa
"	YML BO	2.11	1.58	.40	.....
Esmeraldas, Ecuador	MIA P	.68	.51	.20	M
"	MSY P	.73	.55	.20	Su
"	HOU P	.77	.58	.30	Sa
"	BRO P	.77	.58	.30	Sa
"	LAX P	.89	.67	.30	Su
Fairbanks, Alaska	SEA P	.40	.17	.20	Dly
Fiji Islands	LAX P	1.71	1.28	.40	M,T,Th,Sa
"	PDX P	1.71	1.28	.40	T,Sa
"	SFO P	1.71	1.28	.40	M,T,Th,Sa
"	SFO Q	1.71	1.28	....	M,Th,F,Sa
"	YVR Q	1.71	1.28	.40	Su
Fort Archambault, Fr. E. Afr.	IDL AF	2.15	1.61	.40	T
	BOS AF	2.13	1.60	.40	Sa
"	CHI AF	2.21	1.66	.40	W,Sa
"	YML AF	2.11	1.58	.40	W,Sa
Fort de France, Mar.	IDL P	.39	.29	.20	Su,T,Th
Fort Lamy, Fr. E. Afr.	IDL AF	2.15	1.61	.40	W,Sa
	BOS AF	2.13	1.60	.40	Sa
"	CHI AF	2.21	1.66	.40	W,Sa
"	YML AF	2.11	1.58	.40	W,Sa
Fort William, Ontario, Can.	IDL T	.13	10.60•	.10	Dly
Fortaleza (Ceara), Brazil	MIA BZ	.97	.63	.30	T,Th,Sa
Franceville, F. E. A.	IDL AF	2.15	1.61	.40	W,F
"	BOS AF	2.13	1.60	.40	Sa
"	CHI AF	2.21	1.66	.40	W,Sa
"	YML AF	2.11	1.58	.40	W,Sa
Frankfurt-on-Main, Germany	BOS P	1.22	.92	.40	16 Wkly
"	IDL P	1.24	.93	.40	16 Wkly
"	CHI P	1.30	.98	.40	16 Wkly
"	PHL P	1.26	.95	.40	16 Wkly
"	IDL BO	1.24	.93	.40	Dly
"	IDL LH	1.24	.93	.40	Dly except T
"	BOS BO	1.22	.92	.40	Dly
"	YML BO	1.20	.90	.30	.....
"	IDL K	1.24	.93	.40	Dly
"	YML K	1.20	.90	.30	Su,Th,F
"	IDL LI	1.24	.93	.40	Dly
"	BOS LI	1.22	.92	.40	M,W
"	IDL SW	1.24	.93	.40	.....
"	IDL SS	1.24	.93	.40	Dly
"	LAX SS	1.51	1.18	.40	Dly
"	IDL S	1.24	.93	.40	Dly except M
"	IDL SR	1.24	.93	.40	Dly
"	IDL TW	1.24	.93	.40	18 Wkly
"	BOS TW	1.22	.92	.40	T,Th
"	PHL TW	1.26	.95	.40	18 Wkly
"	CHI TW	1.30	.98	.40	18 Wkly
"	MKC TW	1.37	1.04	.40	18 Wkly
"	LAX TW	1.51	1.18	.40	18 Wkly
"	IDL AF	1.24	.93	.40	Dly
"	CHI AF	1.30	.98	.40	W,Sa
"	YML AF	1.20	.90	.30	W,Sa
"	BOS AF	1.20	.90	.40	Sa
"	IDL IB	1.24	.93	.40	W,F
Fukuoka, Japan	SFO J	2.71	2.04	.40	Su,T,Th,Sa
Gander, N. F.	IDL P	.18	.15	.10	Dly
"	BOS P	.14	.12	.10	Dly
"	IDL TW	.18	.15	.10	Su,T,W,Th
"	PHL TW	.19	.18	.10	Su,T,W,Th
"	CHI TW	.23	.19	.10	Dly except F
"	IDL T	.18	14.60•	.10	Dly
"	BOS T	.14	11.10•	.10	Dly
"	IDL SW	.18	.15	.10	.....
Garoua, Cameroons	IDL AF	2.15	1.61	.40	.....
"	BOS AF	2.13	1.60	.40	.....
"	CHI AF	2.21	1.66	.40	.....
"	YML AF	2.11	1.58	.40	.....
Geneva, Switzerland	IDL S	1.24	.93	.40	Dly except M
"	IDL SR	1.24	.93	.40	Dly
"	IDL SW	1.24	.93	.40	.....
"	IDL SS	1.24	.93	.40	Dly
"	LAX SS	1.51	1.18	.40	Dly
"	IDL AF	1.24	.93	.40	Dly
"	BOS AF	1.22	.92	.40	Sa
"	CHI AF	1.30	.98	.40	W,Sa

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Geneva (Cont'd)	YML AF	1.20	.90	.30	W'Sa
"	IDL K	1.24	.93	.40	Dly
"	YML K	1.20	.90	.30	Su,Th,F
"	IDL TW	1.24	.93	.40	Dly except Sa
"	CHI TW	1.30	.98	.40	Dly
"	PHL TW	1.26	.95	.40	Dly except Sa
"	MKC TW	1.37	1.04	.40	Dly
"	LAX TW	1.51	1.18	.40	Dly
"	IDL IB	1.24	.93	.40	W,F
Georgetown, British Guiana	IDL P	.56	.43	.20	M,W
"	MIA P	.49	.37	.20	Su,T
"	MSY P	.56	.43	.20	Su,T
"	HOU P	.59	.45	.20	T,F
"	BRO P	.59	.45	.20	T,F
"	LAX P	.73	.55	.20	Su,Th
"	MIA K	.49	.37	.20	Th,Sa
Glasgow, Scotland	IDL SS	1.03	.78	.30	Dly
"	LAX SS	1.30	1.03	.40	M,W,Sa
"	IDL K	1.03	.78	.30	Dly
"	YML T*	.99	.74	.30	T,Th,Sa
"	IDL P	1.03	.78	.30	T
"	BOS P	1.01	.76	.30	T
"	IDL SW	1.03	.78	.30	.....
Gothenburg, Sweden	IDL SS	1.27	.95	.40	Dly
"	LAX SS	1.53	1.21	.40	M,W,Sa
Guadaloupe, F.W.I.	IDL P	.35	.26	.20	Su,T,Th
Guam	LAX P	2.10	1.57	.40	Su,M,W,F
"	SFO P	2.10	1.57	.40	M,F
"	PDX P	2.10	1.57	.40	M,F
"	SEA P	2.10	1.57	.40	M,F
Guatamala City, Guatamala	MIA P	.35	.27	.20	M,W,F,Sa
"	MSY P	.35	.27	.20	Su,T,Th
"	HOU P	.34	.25	.20	Dly
"	BRO P	.31	.24	.20	Dly except Su
"	LAX P	.48	.36	.20	Dly
"	MSY TA	.30	.17	.20	Dly
"	MEX TA	.17	.12	.10	Dly
"	PIE AS	.25	.16	.10	M,W,F
Guayaquil, Ecuador	MSY P	.71	.54	.20	Dly ex. Sa,W
"	HOU P	.74	.56	.20	Dly
"	BRO P	.74	.56	.20	Su,T,F
"	LAX P	.87	.66	.30	Su,T,W,Sa
"	IDL P	.75	.56	.20	Dly
"	BRO B	.74	.56	.20	M
"	CRP B	.74	.56	.20	M
"	DAL B	.77	.58	.30	M
"	FTW B	.77	.58	.30	M
"	HOU B	.74	.56	.20	M
"	MIA B	.65	.49	.20	M,F
"	SAT B	.77	.58	.30	M
"	MIA TN	.55	.40	.20	M,W,F
"	PIE AS	.56	.39	.20	.....
Halifax, N. S.	BOS F	.07	5.60*	.10	Dly
Hamburg, Germany	IDL S	1.24	.93	.40	Dly except M
"	IDL SS	1.24	.93	.40	Dly
"	IDL LH	1.24	.93	.40	Dly except T
"	IDL K	1.24	.93	.40	Dly
"	YML K	1.20	.90	.30	Su,Th,F
"	BOS P	1.22	.92	.40	Dly
"	CHI P	1.30	.99	.40	Dly
"	IDL P	1.24	.93	.40	Dly
"	IDL AF	1.24	.93	.40	Dly
"	BOS AF	1.22	.92	.40	Sa
"	CHI AF	1.30	.99	.40	W,Sa
"	YML AF	1.20	.90	.30	W,Sa
"	IDL SR	1.24	.93	.40	Dly
"	IDL SW	1.24	.93	.40	.....
"	LAX SS	1.51	1.19	.40	Dly
Hamilton, Bermuda	IDL P	.20	.15	.10	Dly
"	BOS P	.25	.15	.10	Dly
"	YML T	.25C	.19	.05**	W
"	YTO T	.25C	.19	.05**	W
"	LGA E	.20	.10	.10	Dly
"	MIA BO	.25	.19	.10	W,Sa
"	YML BO	.25	.19	.10	.....
"	IDL BO	.20	.15	.10	Su,F,Sa
Hanover, Germany	IDL SS	1.24	.93	.40	Dly
"	IDL K	1.24	.93	.40	Dly except Sa
"	YML K	1.20	.90	.40	Su,Th,F
"	LAX SS	1.51	1.19	.40	Dly

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Havana, Cuba	MIA P	.08	.06	.10	Dly
"	CHI DC	.20	.17	.10	Dly
"	YIP DC	.20	.17	.10	Dly
"	HOU DC	.19	.15	.10	Dly
"	MSY DC	.14	.11	.10	Dly
"	STL DC	.19	.16	.10	Dly
"	IND DC	.19	.16	.10	Dly
"	BUJ DC	.19	.15	.10	Dly
"	EVV DC	.19	.15	.10	Dly
"	FWA DC	.20	.17	.10	Dly
"	JAN DC	.17	.14	.10	Dly
"	LIT DC	.20	.18	.10	Dly
"	MEM DC	.17	.14	.10	Dly
"	PUK DC	.19	.15	.10	Dly
"	SHV DC	.19	.16	.10	Dly
"	TOL DC	.20	.17	.10	Dly
"	MKC DC	.21	.18	.10	Dly
"	MIA K	.08	.06	.10	Su,W,F
"	MSY N	.14	.11	.10	Dly
"	MIA N	.08	.06	.10	Dly
"	TPA N	.09	.07	.10	Dly
"	DCA N	.16	.13	.10	Dly
"	IDL N	.18	.14	.10	Dly
"	BAL N	.17	.13	.10	Dly
"	CHS N	.15	.12	.10	Dly
"	JAX N	.12	.09	.10	Dly
"	MOB N	.13	.10	.10	Dly
"	ORF N	.16	.13	.10	Dly
"	SAV N	.13	.10	.10	Dly
"	EWR N	.18	.14	.10	Dly
"	PHL N	.18	.14	.10	Dly
"	BRO B	.21	.18	.10	M
"	CRP B	.20	.17	.10	M
"	DAL B	.19	.16	.10	M
"	FTW B	.19	.16	.10	M
"	HOU B	.18	.15	.10	M
"	SAT B	.20	.17	.10	M
"	PIE AS	.07	.06	.10	M,W,F
Helsinki, Finland	IDL SS	1.39	1.05	.40	Dly
"	LAX SS	1.66	1.30	.40	Dly
"	BOS P	1.37	1.03	.40	M,W,F
"	IDL P	1.39	1.05	.40	M,W,F
Hong Kong, Br. Crn. Col.	IDL P	3.30	2.48	.40	Dly except Th
"	CHI P	2.68	2.01	.40	Dly except Th
"	PDX P	2.54	1.91	.40	Su,M,F,Sa
"	SEA P	2.54	1.91	.40	Su
"	LAX P	2.54	1.91	.40	T,Th,Sa
"	SFO P	2.54	1.91	.40	W,F
"	IDL BO	3.30	2.48	.40	Dly
"	BOS BO	3.28	2.46	.40	Th,Sa
"	YML BO	3.26	2.44	.40	.....
"	IDL AF	3.30	2.48	.40	T
"	BOS AF	3.28	2.46	.40	Sa
"	CHI AF	3.36	2.53	.40	W,Sa
"	YML AF	3.26	2.44	.40	W,Sa
"	SFO J	2.54	1.91	.40	Su,T,Th,Sa
Honolulu, T. H.	LAX P	.71	.57	.20	Dly
"	SFO P	.71	.57	.20	Dly
"	PDX P	.71	.57	.20	M,W,F
"	SEA P	.71	.57	.20	M,W,F
"	SFO U	.71	.57	.20	Dly
"	IDL P	1.01	.93	.30	Dly
"	CHI P	.92	.77	.30	Dly
"	LAX U	.71	.57	.20	Dly
"	CHI U	.92	.77	.30	Dly
"	MKE U	.92	.77	.30	Dly
"	CLE U	.97	.80	.30	Dly
"	YIP U	.96	.79	.30	Dly
"	LGA U	1.01	.83	.30	Dly
"	DCA U	.99	.83	.30	Dly
"	PHL U	1.01	.83	.30	Dly
"	EWR U	1.01	.83	.30	Dly
"	BDL U	1.02	.84	.30	Dly
"	BOS U	1.02	.84	.30	Dly
"	IDL NW	1.01	.80	.30	M,W,F
"	CHI NW	.92	.77	.30	M,W,F,Sa
"	YIP NW	.96	.79	.30	M,W,F
"	MKE NW	.92	.77	.30	M,W,F,Sa
"	MSP NW	.92	.75	.30	M,W,F,Sa
"	PDX NW	.71	.57	.20	M,W,F,Sa

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Honolulu (Cont'd)	SEA NW	.71	.57	.20	M,W,F,Sa
"	GEG NW	.77	.60	.30	M,W,F,Sa
"	YVR Q	.74	.56	.20	Su
Innsbruck, Austria	IDL SR	1.32	.99	.40	Dly ex. M,Su
"	IDL K	1.32	.99	.40	F
Ipiales, Colombia	MIA AV	.69	.48	.20	Dly ex. Su,M
"	IDL AV	.75	.56	.20	Dly ex. Su,M
Istanbul, Turkey	IDL K	1.71	1.28	.40	Dly except Sa
"	YML K	1.67	1.26	.40	W,Sa
"	BOS P	1.70	1.27	.40	Su,M,W,F
"	IDL P	1.71	1.28	.40	Su,M,W,F
"	IDL LI	1.71	1.28	.40	Dly
"	BOS LI	1.69	1.27	.40	M,W
"	IDL AF	1.71	1.28	.40	S,M,T,W,F
"	BOS AF	1.70	1.27	.40	Sa
"	CHI AF	1.77	1.34	.40	W,Sa
"	YML AF	1.68	1.26	.40	W,Sa
"	IDL EL	1.71	1.28	.40	Su,T,F
"	IDL SS	1.71	1.28	.40	M,W,Sa
"	LAX SS	1.98	1.54	.40	M,W,Sa
"	IDL SR	1.71	1.28	.40	M,W,Th
Jakarta, Java	IDL BO	3.08	2.31	.40	Dly
"	YML BO	3.04	2.28	.40	.....
"	BOS BO	3.06	2.30	.40	Th,Sa
"	IDL K	3.08	2.31	.40	Dly ex. Su,W
"	YML K	3.04	2.28	.40	W,Sa
Jerusalem, Israel (*See Lydda Israel*)					
Johannesburg, U. of So. Africa	IDL EL	2.15	1.61	.40	T,F,Sa
"	IDL K	2.15	1.61	.40	T,Sa
"	YML K	2.11	1.58	.40	Sa
"	IDL P	2.15	1.61	.40	Su,Th
"	BOS P	2.13	1.60	.40	Su,Th
"	IDL BO	2.15	1.61	.40	Dly
"	YML BO	2.11	1.58	.40	.....
"	BOS BO	2.13	1.60	.40	Th,Sa
"	IDL S	2.15	1.61	.40	Th,Su
"	IDL SS	2.15	1.61	.40	W
Juneau, Alaska	SEA P	.30	.15	.20	Dly
Kaele, F.E.A.	IDL AF	2.15	1.61	.40	W
"	BOS AF	2.13	1.60	.40	Sa
"	CHI AF	2.21	1.66	.40	W,Sa
"	YML AF	2.11	1.58	.40	W,Sa
Kano, Nigeria, B.W.A.	IDL BO	1.83	1.37	.40	Dly
"	BOS BO	1.81	1.36	.40	Th,Sa
"	YML BO	1.79	1.34	.40	.....
"	IDL AF	1.83	1.37	.40	M,T
"	BOS AF	1.81	1.36	.40	Sa
"	CHI AF	1.88	1.42	.40	W,Sa
"	YML AF	1.79	1.34	.40	W,Sa
"	IDL K	1.83	1.37	.40	T,Sa
"	YML K	1.79	1.34	.40	Sa
"	IDL S	1.83	1.37	.40	Su,T,Th,Sa
Karachi, Pakistan	IDL P	2.40	1.80	.40	Su,T,Th
"	BOS P	2.38	1.78	.40	Su,T,Th
"	LAX P	2.67	2.05	.40	M,W,F,Sa
"	SFO P	2.56	1.93	.40	M,W,F,Sa
"	IDL SS	2.40	1.80	.40	T,Th,Sa
"	LAX SS	2.67	2.05	.40	T,Th,Sa
"	IDL K	2.40	1.80	.40	Dly
"	YML K	2.36	1.77	.40	W,Sa
"	IDL BO	2.40	1.80	.40	Dly
"	BOS BO	2.38	1.78	.40	Th,Sa
"	YML BO	2.36	1.77	.40	.....
"	IDL AF	2.40	1.80	.40	Su,T,W,F,Sa
"	BOS AF	2.38	1.78	.40	Sa
"	CHI AF	2.45	1.85	.40	W,Sa
"	YML AF	2.36	1.77	.40	W,Sa
Keflavik, Iceland	IDL P	.85	.64	.30	T
Ketchikan, Alaska	SEA P	.25	.14	.10	Dly
Khartoum, Anglo-Egypt, Sudan	IDL BO	2.09	1.56	.40	Dly
"	BOS BO	2.07	1.55	.40	Th,Sa
"	YML BO	2.05	1.53	.40	.....
"	IDL SS	2.09	1.56	.40	T,F
"	LAX SS	2.35	1.82	.40	W,Sa
"	IDL K	2.09	1.56	.40	W
Kingston, Jamaica	MIA P	.20	.15	.10	Dly
"	MIA K	.20	.15	.10	Dly
"	IDL BO	.30	.23	.20	Sa
"	MIA BO	.20	.15	.10	Dly

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Kingston (Cont'd)	YML BO	.35	.27	.20	.....
"	YML T	.35	.27	.20	M
"	YTO T	.35c	.26c	.20**	W
"	IDL AV	.30	.23	.20	Su,M,W,Th,F
"	MIA AV	.20	.15	.10	M,W,F,Su
Kristiansand, Nor. (*See Christiansand, Nor.*)					
Kuala Lampor, Malaya	IDL BO	3.01	2.26	.40	.....
"	BOS BO	2.99	2.25	.40	.....
Kumasi, Gold Coast	BOS BO	1.87	1.41	.40	.....
"	YML BO	1.85	1.39	.40	.....
"	IDL BO	1.89	1.42	.40	.....
Kuwait, Kuwait	IDL BO	2.05	1.54	.40	Dly
"	BOS BO	2.03	1.52	.40	Th,Sa
"	YML BO	2.01	1.51	.40	.....
Lagos, Nigeria	IDL BO	1.83	1.37	.40	Dly
"	YML BO	1.79	1.34	.40	.....
"	BOS BO	1.81	1.36	.40	Th,Sa
"	IDL AF	1.83	1.37	.40	F
"	BOS AF	1.81	1.36	.40	Sa
"	CHI AF	1.88	1.42	.40	W,Sa
"	YML AF	1.79	1.34	.40	W,Sa
La Guaira, Venez.	MIA K	.40	.30	.20	Dly
"	IDL LV	.50	.38	.20	Dly except Su
"	MIA LV	.40	.30	.20	Dly except Su
"	IDL P	.50	.38	.20	Dly
"	BRO P	.48	.37	.20	Su,T,F
"	HOU P	.48	.37	.20	Dly
"	MIA P	.40	.30	.20	Dly
"	BUJ DC	.50	.33	.20	Dly
"	CHI DC	.53	.35	.20	Dly
"	YIP DC	.52	.35	.20	Dly
"	ELD DC	.51	.34	.20	Dly
"	EVV DC	.50	.33	.20	Dly
"	FWA DC	.52	.35	.20	Dly
"	GRW DC	.49	.32	.20	Dly
"	HAV DC	.40	.23	.20	Dly
"	HOT DC	.53	.36	.20	Dly
"	HOU DC	.48	.33	.20	Dly
"	IND DC	.51	.34	.20	Dly
"	JAN DC	.49	.32	.20	Dly
"	LIT DC	.51	.34	.20	Dly
"	MEM DC	.49	.32	.20	Dly
"	MSY DC	.45	.30	.20	Dly
"	PUK DC	.50	.33	.20	Dly
"	STL DC	.51	.34	.20	Dly
"	SHV DC	.51	.34	.20	Dly
"	HUF DC	.52	.35	.20	Dly
"	TOL DC	.52	.35	.20	Dly
"	MKC DC	.53	.36	.20	Dly
"	SGF DC	.52	.35	.20	Dly
"	KIN DC	.34	.17	.20	Dly
"	MIA RN	.40	.30	.20	Dly
"	MIA BZ	.40	.30	.20	T,Th,Sa
Lambaurene, F.E.A.	IDL AF	2.15	1.61	.40	W,F
"	BOS AF	2.13	1.60	.40	Sa
"	CHI AF	2.21	1.66	.40	W,Sa
"	YML AF	2.11	1.58	.40	W,Sa
La Paz, Bolivia	MIA P	1.07	.80	.30	Dly
"	MSY P	1.13	.85	.30	Su,M,T,Th
"	HOU P	1.17	.87	.30	Su,Sa
"	BRO P	1.17	.87	.30	Su,F
"	LAX P	1.29	.97	.40	Su
"	DAL B	1.19	.89	.30	M
"	HOU B	1.16	.87	.30	M
"	BRO B	1.16	.87	.30	M
"	CRP B	1.16	.87	.30	M
"	FTW B	1.19	.89	.30	M
"	MIA B	1.07	.80	.30	M,F
"	SAT B	1.19	.89	.30	M
Leopoldville, Belgian Congo	IDL P	2.15	1.61	.40	Su,Th
"	BOS P	2.13	1.60	.40	Su,Th
"	IDL S	2.15	1.61	.40	Su,T,W,Th,Sa
Lethbridge, Alb., Canada	IDL T	.25	20.70*	.10	Dly
"	CTB W	.07	0478	.10	Dly
Libenge, Bel. Con.	IDL S	2.36	1.77	.40	Th
Libreville, F.E.A.	IDL AF	2.15	1.61	.40	M,W,F
"	BOS AF	2.13	1.60	.40	Sa
"	CHI AF	2.21	1.66	.40	W,Sa
"	YML AF	2.11	1.58	.40	W,Sa
Lima, Peru	MIA P	.87	.66	.30	Dly
"	MSY P	.93	.70	.30	Dly ex. M,F
"	HOU P	.97	.73	.30	Dly ex. T,F
"	BRO P	.97	.73	.30	M,Th,Sa
"	LAX P	1.09	.82	.30	Su,T,W,Sa
"	MIA B	.87	.65	.30	M,T,Th,F,Sa
"	HOU B	.96	.72	.30	M,T
"	SAT B	.99	.74	.30	M,T
"	BRO B	.96	.72	.30	M,T
"	CRP B	.96	.72	.30	M,T
"	DAL B	.99	.74	.30	M,T
"	FTW B	.99	.74	.30	M,T
"	IDL LV	.97	.73	.30	F
"	MIA LV	.87	.65	.30	F
"	MIA TN	.65	.50	.20	M,W,F
Linz, Austria	IDL K	1.34	1.01	.40	F
"	YML K	1.30	.98	.40	F
"	IDL S	1.34	1.01	.40	Dly
Lisbon, Portugal	IDL P	1.12	.84	.30	M,W,F
"	BOS P	1.10	.83	.30	Su,T,Th,Sa
"	CHI P	1.17	.89	.30	Su,T,Th,Sa
"	IDL S	1.12	.84	.30	T,Sa
"	IDL SR	1.12	.84	.30	Dly
"	IDL IB	1.12	.84	.30	W,F
"	IDL AF	1.12	.84	.30	F
"	BOS AF	1.10	.83	.30	Sa
"	CHI AF	1.17	.89	.30	W,Sa
"	YML AF	1.08	.81	.30	W,Sa
"	IDL SS	1.12	.84	.30	M,T,Th,F
"	LAX SS	1.38	1.09	.30	M,Th
"	IDL TW	1.12	.84	.30	Dly
"	BOS TW	1.10	.83	.30	M,W
"	PHL TW	1.13	.86	.30	Dly
Lisbon (Cont'd)	CHI TW	1.17	.89	.30	Dly
"	MKC TW	1.25	.95	.40	Dly
"	LAX TW	1.38	1.09	.40	Dly
"	IDL K	1.12	.84	.30	Su,M,W,Th,F
"	YML K	1.08	.81	.30	W,F,Sa
London, England	IDL P	1.10	.83	.30	Dly
"	BOS P	1.08	.81	.30	Dly
"	CHI P	1.16	.88	.30	Dly
"	PHL P	1.12	.84	.30	Dly
"	IDL TW	1.10	.83	.30	18 Wkly
"	BOS TW	1.08	.81	.30	T,Th
"	CHI TW	1.16	.88	.30	18 Wkly
"	PHL TW	1.12	.84	.30	18 Wkly
"	MKC TW	1.23	.93	.40	18 Wkly
"	LAX TW	1.37	1.08	.40	18 Wkly
"	IDL EL	1.10	.83	.30	T,F,Sa
"	IDL S	1.10	.83	.30	Dly except M
"	IDL SW	1.10	.83	.30	.....
"	IDL BO	1.10	.83	.30	Dly
"	YML BO	1.06	.79	.30	.....
"	BOS BO	1.08	.81	.30	Th,Sa
"	IDL SS	1.10	.83	.30	Dly
"	LAX SS	1.37	1.08	.40	Dly
"	IDL AF	1.10	.83	.30	Six Dly
"	BOS AF	1.08	.81	.30	Sa
"	CHI AF	1.16	.88	.30	W,Sa
"	YML AF	1.06	.79	.30	W,Sa
"	IDL K	1.10	.83	.30	Dly
"	YML K	1.06	.79	.30	Su,Th,F
"	YML T	1.06	.80	.30	Dly
"	IDL IB	1.10	.83	.30	W,F
"	IDL SR	1.10	.83	.30	Dly
London, Ont., Canada	IDL T	.06	5.40*	.10	Dly
Luanda, Angola	IDL AF	2.29	1.70	.40	W
"	BOS AF	2.27	1.71	.40	Sa
"	CHI AF	2.35	1.77	.40	W,Sa
"	YML AF	2.25	1.69	.40	W,Sa
Lulea, Sweden	IDL SS	1.37	1.02	.40	M
Luxembourg, Luxembourg	IDL S	1.21	.90	.40	T,W,Th
	IDL K	1.21	.90	.30	Su,Th
Lydda, Israel (*See Tel Aviv*)					
Madrid, Spain	IDL IB	1.23	.92	.40	W,F
"	IDL AF	1.22	.92	.40	M,W,Th,Sa
"	BOS AF	1.21	.91	.40	Sa
"	CHI AF	1.28	.98	.40	W,Sa
"	YML AF	1.18	.89	.30	W,Sa
"	IDL TW	1.22	.92	.40	Dly
"	BOS TW	1.21	.91	.40	M,W
"	CHI TW	1.28	.98	.40	Dly
"	PHL TW	1.24	.94	.40	Dly
"	MKC TW	1.36	1.03	.40	Dly
"	LAX TW	1.50	1.17	.40	Dly
"	IDL K	1.22	.92	.40	Su,Th
"	YML K	1.18	.89	.30	Su,Th
"	IDL S	1.22	.92	.40	T
"	IDL SS	1.22	.92	.40	Dly
"	LAX SS	1.49	1.17	.40	Dly
"	IDL SR	1.22	.92	.40	Dly
Magangue, Colombia	IDL AV	.58	.57	.20	Dly
	MIA AV	.47	.35	.20	M,T,W,F,Su
Malmo, Sweden	IDL SS	1.27	.95	.40	Dly
"	LAX SS	1.53	1.21	.40	Dly
Managua, Nicaragua	MIA P	.38	.29	.20	M,W,F
"	MSY P	.44	.33	.20	Sa,Su,T,Th
"	HOU P	.41	.31	.20	Dly
"	BRO P	.39	.30	.20	Dly except Su
"	MSY TA	.33	.20	.20	Dly
"	MEX TA	.25	.16	.10	Dly
"	MIA TN	.30	.19	.20	M,W,F
Manchester, England	IDL S	1.07	.80	.30	Su,T,Th
"	IDL K	1.07	.80	.30	Dly
"	IDL SR	1.07	.80	.30	Dly
"	IDL BO	1.07	.80	.30	Dly
"	BOS BO	1.05	.78	.30	Dly
"	YML BO	1.03	.77	.30	.....
Manila, Philippines	LAX P	2.50	1.88	.40	Su,M,W,F
"	SFO P	2.50	1.88	.40	Su,M,W,F
"	PDX P	2.49	1.87	.40	Su,M,W,F
"	SEA P	2.50	1.88	.40	Su,M,W,F
"	IDL P	3.38	2.54	.40	Su,M,W,F
"	BOS P	3.37	2.52	.40	M,T,W,F
"	CHI NW	2.71	2.03	.40	Su,T,Sa
"	CLE NW	2.73	2.05	.40	Su,T,Sa
"	YIP NW	2.73	2.05	.40	Su,T,Sa
"	IDL NW	2.77	2.08	.40	Su,T,Sa
"	MKE NW	2.71	2.03	.40	Su,T,Sa
"	MSP NW	2.67	2.00	.40	Su,T,Sa
"	PDX NW	2.53	1.90	.40	Su,T,Sa
"	SEA NW	2.53	1.90	.40	Su,T,Th
"	BOS NW	2.77	2.08	.40	Su,T,Sa
"	IDL AF	3.38	2.54	.40	Sa
"	BOS AF	3.37	2.52	.40	Sa
"	CHI AF	3.44	2.59	.40	W,Sa
"	YML AF	3.34	2.50	.40	W,Sa
"	IDL SS	3.38	2.54	.40	T,Th
Manizales, Colombia	IDL AV	.64	.48	.20	Dly
	MIA AV	.54	.41	.20	Su,M,T,W,F
Manta, Ecuador	MIA P	.65	.49	.20	T
"	MSY P	.72	.54	.20	T
"	HOU P	.74	.56	.20	M
"	BRO P	.74	.56	.20	M
"	LAX P	.87	.56	.30	Su
Maracaibo, Venezuela	MIA P	.40	.30	.20	Dly
	IDL P	.50	.38	.20	M,W,Sa
"	MSY P	.45	.34	.20	Su,T,F
"	HOU P	.48	.37	.20	Dly
"	BRO P	.48	.37	.20	M,Th,Sa
"	LAX P	.63	.47	.20	Su,T,W,Sa
"	MIA K	.40	.30	.07	M
"	YML K	.55	.42	.20	M
"	MIA RN	.40	.30	.20	M,Th
Maracaibo (Cont'd)	IDL LV	.50	.37	.20	Dly except Su
"	MIA LV	.41	.31	.20	Dly except Su
Marcus, F.E.A.	IDL AF	2.15	1.61	.40	M,F
"	BOS AF	2.13	1.60	.40	Sa
"	CHI AF	2.21	1.66	.40	W,Sa
"	YML AF	2.11	1.58	.40	W,Sa
Marseilles, France	IDL AF	1.25	.94	.40	Dly
"	BOS AF	1.23	.93	.40	Sa
"	CHI AF	1.31	.99	.40	W,Sa
"	YML AF	1.21	.91	.40	W,Sa
Martinique, Fr. W. Ind.	IDL P	.39	.29	.20	Su,T,Th
Mauritius	IDL AF	2.78	2.09	.40	M,T,Sa
"	BOS AF	2.76	2.07	.40	Sa
"	CHI AF	2.83	2.14	.40	W,Sa
"	YML AF	2.74	2.05	.40	W,Sa
Mayaguez, P. R.	MIA R	.15	.12	.10	Dly
"	IDL R**	.22	.20	.10	Dly
"	BAL R	.22	.18	.10	M,T,W,Th,F
"	BOS R	.26	.21	.10	M,T,W,Th,F
"	CHI R	.32	.25	.20	M,T,W,Th,F
"	CVG R	.29	.23	.20	M,T,W,Th,F
"	CLE R	.28	.22	.10	M,T,W,Th,F
"	YIP R	.29	.23	.20	M,T,W,Th,F
Medellin, Colombia	IDL AV	.61	.46	.20	Dly
"	MIA AV	.51	.39	.20	M,W,F,Su
"	MIA P	.51	.39	.20	Su,M,W
"	MSY P	.58	.43	.20	Su,T,Sa
"	BRO P	.60	.45	.20	M,Th
"	HOU P	.60	.45	.20	T,F
"	LAX P	.73	.55	.20	Su,T,W,Sa
Merida, Mexico	MIA P	.25	.19	.10	Dly
"	MSY P	.23	.17	.10	Sa,Su,T,Th
"	HOU P	.33	.25	.20	Dly
"	BRO P	.30	.23	.20	M,Th,Sa
"	LAX P	.32	.28	.20	Dly
Mexico City, Mexico	MIA P	.34	.24	.20	Dly
	MSY P	.22	.16	.10	Sa,Su,T,Th,F
"	HOU P	.16	.13	.10	Dly
"	BRO P	.14	.11	.10	Dly except Su
"	LAX P	.30	.25	.20	Dly
"	MSY TA	.38	.19	.20	Dly
"	LGA A#	.35	.28	.20	Dly
"	DCA A#	.33	.26	.20	Dly
"	BUF A#	.33	.28	.20	Dly
"	CLE A#	.31	.25	.20	Dly
"	CHI A#	.29	.23	.20	Dly
"	DAL A##	.20	.15	.10	Dly
"	LAX A##	.30	.25	.20	Dly
"	ELP A##	.20	.16	.10	Dly
"	SAT A##	.15	.11	.10	Dly
"	IDL AF#	.35	.28	.20	Dly
Milan, Italy	IDL LI	1.33	1.00	.40	Dly
"	BOS LI	1.31	.98	.40	M,W
"	IDL AF	1.33	1.00	.40	Su,T,W,F
"	BOS AF	1.31	.98	.40	Sa
"	CHI AF	1.39	1.05	.40	W,Sa
"	YML AF	1.29	.97	.40	W,Sa
"	IDL S	1.33	1.00	.40	Su,T,Th,F
"	IDL K	1.33	1.00	.40	Dly
"	YML K	1.29	.97	.40	Su,Th,F
"	IDL TW	1.33	1.00	.40	Dly except Su
"	BOS TW	1.31	.98	.40	Th,Sa
"	CHI TW	1.39	1.05	.40	8 Weekly
"	PHL TW	1.35	1.02	.40	Dly
"	MKC TW	1.46	1.11	.40	8 Weekly
"	LAX TW	1.60	1.25	.40	8 Weekly
"	IDL SS	1.33	1.00	.40	Th,Sa
"	LAX SS	1.60	1.25	.40	W,Th,Sa
"	IDL SR	1.33	1.00	.40	Dly
Monrovia, Liberia	IDL AF	1.75	1.31	.40	Sa
"	BOS AF	1.73	1.30	.40	Sa
"	CHI AF	1.81	1.37	.40	W,Sa
"	YML AF	1.71	1.28	.40	W,Sa
"	IDL P	1.75	1.31	.40	Th
"	BOS P	1.73	1.30	.40	Th
"	CHI P	1.81	1.37	.40	Th
Montego Bay, Jamaica	MIA P	.20	.15	.10	Dly
"	IDL AV	.30	.23	.20	T,Sa
"	MIA BO	.20	.15	.10	M,W,Sa
"	IDL BO	.30	.23	.10	Sa
"	YML BO	.35	.27	.20	.....
"	BUJ DC	.30	.23	.20	Dly
"	CCS DC	.35	.26	.20	Dly
"	CHI DC	.32	.25	.20	Dly
"	DAL DC	.30	.23	.20	Dly
"	YIP DC	.35	.27	.20	Dly
"	EVV DC	.30	.23	.20	Dly
"	FWA DC	.35	.25	.20	Dly
"	FTW DC	.30	.23	.20	Dly
"	HAV DC	.17	.13	.10	Dly
"	HOU DC	.30	.23	.20	Dly
"	IND DC	.31	.24	.20	Dly
"	JAN DC	.30	.22	.20	Dly
"	MKC DC	.33	.25	.20	Dly
"	LIT DC	.31	.24	.20	Dly
"	MEM DC	.30	.22	.20	Dly
"	MSY DC	.28	.21	.10	Dly
"	PUK DC	.30	.23	.20	Dly
"	STL DC	.31	.24	.20	Dly
"	SHV DC	.30	.23	.20	Dly
"	TOL DC	.35	.25	.20	Dly
Monteria, Colombia	IDL AV	.61	.46	.20	Dly
Monterey, Mexico	DAL A##	.13	.09	.10	Dly
"	ELP A##	.13	.09	.10	Dly
"	LAX A##	.24	.18	.10	Dly
"	SAT A##	.07	.04	.10	Dly
"	LGA A#	.27	.22	.10	Dly
"	BUF A#	.25	.21	.10	Dly
"	CLE A#	.23	.18	.10	Dly

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Montevideo, Uruguay	IDL P	1.51	1.13	.40	Dly
"	MIA P	1.43	1.08	.40	Dly
"	MSY P	1.51	1.13	.40	Dly ex. M,W
"	HOU P	1.53	1.15	.40	W,Th,Sa
"	BRO P	1.53	1.15	.40	M,Th
"	LAX P	1.67	1.25	.40	M,W,Th
"	IDL V	1.51	1.13	.40	W,Sa
"	MIA BZ	1.32	.99	.40	T,Th,Sa
"	IDL BZ	1.14	.86	.40	.....
Montreal, Que., Canada	LGA E	.07	5.00	.10	Dly
"	IDL T	.08	5.00	.10	Dly
"	CHI T	.10	8.40•	.10	Dly
"	CLE T	.08	6.10•	.10	Dly
"	LGA NE	.08	6.50•	.10	Dly
"	BOS NE	.07	5.50•	.10	Dly
Moscow, U.S.S.R.	IDL SS	1.79	1.44	.40	M,W,F,Sa
"	LAX SS	2.06	1.70	.40	T,W,F,Sa
Mouila, F.E.A.	IDL AF	2.15	1.61	.40	.....
"	BOS AF	2.13	1.60	.40	.....
"	CHI AF	2.21	1.66	.40	.....
"	YML AF	2.11	1.58	.40	.....
Moundou, F.E.A.	IDL AF	2.15	1.61	.40	.....
"	BOS AF	2.13	1.60	.40	.....
"	CHI AF	2.21	1.66	.40	.....
"	YML AF	2.11	1.58	.40	.....
Munich, Germany	IDL P	1.30	.98	.40	Dly
"	BOS P	1.28	.97	.40	Dly
"	CHI P	1.36	1.03	.40	M,T,Th,F,Sa
"	IDL LH	1.30	.98	.40	M,T,Th,F,Sa
"	IDL SS	1.30	.98	.40	Dly
"	LAX SS	1.57	1.23	.40	Dly
"	IDL S	1.30	.98	.40	M,T,W,Sa
"	IDL AF	1.30	.98	.40	T,W,Th,Sa
"	BOS AF	1.28	.97	.40	Sa
"	CHI AF	1.36	1.03	.40	W,Sa
"	YML AF	1.26	.95	.40	W,Sa
"	IDL K	1.30	.98	.30	Dly
"	YML K	1.26	.95	.40	Su,Th,F
"	IDL LI	1.30	.98	.40	Dly
"	BOS LI	1.28	.97	.40	M,W
"	IDL SR	1.30	.98	.40	Dly
"	IDL SW	1.30	.98	.40	.....
Nairobi, Kenya	IDL BO	2.15	1.61	.40	Dly
"	YML BO	2.11	1.58	.40	.....
"	BOS BO	2.13	1.60	.40	W,F,Sa
"	IDL AF	2.15	1.61	.40	F,T
"	BOS AF	2.13	1.60	.40	Sa
"	CHI AF	2.21	1.66	.40	W,Sa
"	YML AF	2.11	1.58	.40	W,Sa
"	IDL SS	2.15	1.61	.40	F
"	LAX SS	2.42	1.87	.40	Sa
Naples, Italy	IDL LI	1.42	1.07	.40	Dly
"	BOS LI	1.40	1.06	.40	M,W
"	IDL S	1.42	1.07	.40	Sa
Nassau, Bahamas	MIA P	.07	.05	.10	3 Dly
"	YML T**	.23	.18	.10	M
"	YTO T**	.22	.18	.10	M
"	IDL BO	.17	.13	.10	Dly
"	MIA BO	.07	.05	.10	Dly
"	YML BO	.22	.17	.10	.....
N'Gaoundere, F.E.A.	IDL AF	1.83	1.37	.40	F
"	BOS AF	1.81	1.36	.40	.....
"	CHI AF	1.88	1.42	.40	.....
"	YML AF	1.79	1.34	.40	.....
Niamey, Fr. W. Afr.	IDL AF	1.83	1.37	.40	M,F
"	BOS AF	1.81	1.36	.40	F
"	CHI AF	1.88	1.42	.40	.....
"	YML AF	1.79	1.34	.40	.....
Nice, France	IDL S	1.27	.95	.40	W,Th,F,Sa
"	IDL AF	1.27	.95	.40	Dly
"	BOS AF	1.25	.94	.40	Sa
"	CHI AF	1.32	1.00	.40	W,Sa
"	YML AF	1.22	.92	.40	W,Sa
"	IDL P	1.27	.95	.40	T,Sa
"	BOS P	1.25	.94	.40	T,Sa
"	IDL K	1.27	.95	.40	Su,Th,F
"	YML K	1.22	.92	.40	M,Th,Sa
"	IDL SR	1.27	.95	.40	Dly
"	IDL SS	1.27	.95	.40	T,W,Th,Sa
"	LAX SS	1.53	1.21	.40	W,Sa

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Nicosia, Cyprus	IDL BO	1.66	1.25	.40	Dly
"	YML BO	1.62	1.22	.40	.....
"	BOS BO	1.64	1.23	.40	Th,Sa
"	IDL EL	1.66	1.25	.40	T,F,Sa
Nome, Alaska	SEA P	.55	.26	.20	T,Th,Sa
Norrkoping, Sweden	IDL SS	1.17	.88	.30	Dly
North Bay, Ont., Canada	IDL T	.09	6.50•	.10	Dly
Nuremberg, Germany	IDL K	1.27	.96	.40	Dly
"	YML K	1.23	.93	.40	Su,Th,F
"	IDL AF	1.27	.96	.40	Dly except F
"	BOS AF	1.26	.94	.40	Sa
"	CHI AF	1.33	1.01	.40	W,Sa
"	YML AF	1.23	.93	.40	W,Sa
"	IDL SW	1.27	.96	.40	.....
"	IDL P	1.27	.96	.40	Dly
"	BOS P	1.26	.94	.40	Dly
Okinawa	CHI NW	2.77	2.03	.40	Su,T,Th,Sa
"	YIP NW	2.72	2.04	.40	Su,T,Th,Sa
"	MKE NW	2.70	2.03	.40	Su,T,Th,Sa
"	MSP NW	2.66	2.00	.40	Su,T,Th,Sa
"	IDL NW	2.76	2.07	.40	Su,T,Th,Sa
"	PDX NW	2.52	1.89	.40	Su,T,Th,Sa
"	SEA NW	2.52	1.89	.40	Su,T,Th,Sa
"	SFO J	2.52	1.89	.40	Su,T,Th,Sa
Oran, Algeria	IDL AF	1.36	1.02	.40	T,W,Th,Sa,Su
"	BOS AF	1.34	1.01	.40	Sa
"	CHI AF	1.42	1.07	.40	W,Sa
"	YML AF	1.32	.99	.40	W,Sa
Oruro, Bolivia	MIA P	1.11	.83	.30	Su
"	MSY P	1.17	.87	.30	F
"	HOU P	1.19	.90	.30	F
"	BRO P	1.19	.90	.30	Sa
"	LAX P	1.32	1.00	.40	Su
Osaka, Japan	SFO J	2.60	1.96	.40	Su,T,Th,Sa
Oslo, Norway	IDL SS	1.24	.93	.40	Dly
"	LAX SS	1.51	1.19	.40	Dly
"	IDL K	1.24	.93	.40	Su,W,Th,F
"	YML K	1.20	.90	.30	W
"	BOS P	1.22	.92	.40	Su
"	IDL P	1.24	.93	.40	Su
Ottawa, Ont., Canada	LGA E	.07	5.10•	.10	Dly
"	IDL T	.07	5.10•	.10	Dly
Pala, F.E.A.	IDL AF	2.15	1.61	.40	.....
"	BOS AF	2.13	1.60	.40	.....
"	CHI AF	2.21	1.66	.40	.....
"	YML AF	2.11	1.58	.40	.....
Palermo, Italy	IDL LI	1.42	1.07	.40	Dly
"	BOS LI	1.40	1.06	.40	M,W
Palma, Majorca	IDL IB	1.32	.99	.40	M,W,F
"	IDL AF	1.30	.98	.40	.....
"	BOS AF	1.28	.97	.40	.....
"	CHI AF	1.36	1.03	.40	.....
"	YML AF	1.26	.95	.40	.....
"	IDL K	1.30	.98	.40	M,W,F
Panama City, Pan.	MIA P	.39	.30	.20	Dly
"	MSY P	.45	.34	.20	Su,M,W,Sa
"	HOU P	.48	.37	.20	Dly
"	BRO P	.48	.37	.20	Su,T,F
"	LAX P	.61	.41	.20	Dly
"	HOU B	.48	.36	.20	M,T
"	CRP B	.48	.36	.20	M,T
"	DAL B	.51	.38	.20	M,T
"	BRO B	.48	.36	.20	M,T
"	FTW B	.51	.38	.20	M,T
"	MIA B	.39	.20	.20	M,T,Th,F,Sa
"	SAT B	.51	.38	.20	M,T
"	MSY TA	.45	.24	.20	Dly
"	MIA K	.39	.29	.20	T,F
"	YML K	.54	.41	.20	F
"	PIE AS	.30	.19	.20	Su,W
"	IDL LV	.49	.37	.20	Su,W,Sa
Pantelleria, Italy	IDL LI	1.55	1.14	.40	Dly
"	BOS LI	1.53	1.13	.40	M,W
Paramaribo, Surinam	IDL P	.64	.48	.20	Su,T
"	MIA P	.57	.43	.20	Su,T
"	MSY P	.64	.48	.20	T
"	HOU P	.68	.51	.20	T
"	BRO P	.68	.51	.20	T
"	LAX P	.81	.61	.30	W
"	MIA K	.57	.43	.20	Su,Th,Sa

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Paris, France	IDL S	1.17	.88	.30	Dly except M
"	IDL EL	1.17	.88	.30	T,F,Sa
"	IDL SS	1.17	.88	.30	Dly
"	LAX SS	1.43	1.13	.40	Dly
"	IDL IB	1.17	.88	.30	M,W,F
"	IDL SR	1.17	.88	.30	Dly
"	IDL AF	1.17	.88	.30	Dly
"	BOS AF	1.15	.86	.30	Sa
"	CHI AF	1.22	.93	.40	W,Sa
"	YML AF	1.12	.84	.30	W,Sa
"	IDL K	1.17	.88	.30	Dly
"	YML K	1.12	.84	.30	Su,Th,F
"	IDL LI	1.17	.88	.30	Dly
"	BOS LI	1.15	.87	.30	M,W
"	IDL TW	1.17	.88	.30	22 Wkly
"	BOS TW	1.15	.86	.30	Th,F,Sa
"	CHI TW	1.22	.93	.40	23 Wkly
"	PHL TW	1.18	.89	.30	22 Wkly
"	MKC TW	1.30	.98	.40	23 Wkly
"	LAX TW	1.43	1.13	.40	23 Wkly
"	IDL P	1.17	.88	.30	Dly
"	BOS P	1.15	.86	.30	Su,T,Th
Pereira, Colombia	IDL AV	.64	.48	.20	T,W,Th,F,Sa
"	MIA AV	.54	.41	.20	T,W,Th,F,Sa
Pisa, Italy	IDL LI	1.38	1.03	.40	Dly
"	BOS LI	1.36	1.01	.40	M,W
Pointe a Pitre, Guad.	IDL P	.35	.27	.20	Su,T,Th
"	MIA P	.29	.22	.20	Su,T,Th
Pointe Noire, F.E.A.	IDL AF	2.15	1.61	.40	.....
"	BOS AF	2.13	1.60	.40	.....
"	CHI AF	2.21	1.66	.40	.....
"	YML AF	2.11	1.58	.40	.....
Ponce, R. R.	MIA R	.15	.12	.10	T,Th
"	IDL R	.22	.20	.10	Su,W,F
"	BAL R	.22	.18	.10	M,T,W,Th,F
"	BOS R	.26	.21	.10	M,T,W,Th,F
"	CHI R	.32	.25	.20	M,T,W,Th,F
"	CVG R	.29	.23	.20	M,T,W,Th,F
"	CLE R	.28	.22	.10	M,T,W,Th,F
"	YIP R	.29	.23	.20	M,T,W,Th,F
Port au Prince, Haiti	MIA P	.15	.12	.10	2 Dly
"	IDL P	.25	.21	.10	Dly
"	CHI DC	.28	.24	.10	M,T,Sa
"	YIP DC	.27	.23	.10	M,T,Sa
"	HOU DC	.25	.22	.10	M,T,Sa
"	MSY DC	.22	.18	.10	M,T,Sa
"	MEM DC	.26	.21	.10	M,T,Sa
Port Gentil	IDL AF	2.15	1.61	.40	.....
"	BOS AF	2.13	1.60	.40	.....
"	CHI AF	2.21	1.66	.40	.....
"	YML AF	2.11	1.58	.40	.....
Port of Spain, Trinidad	IDL P	.45	.34	.20	Su,T,Th,F
"	MIA P	.38	.29	.20	Dly
"	MSY P	.45	.34	.20	T,Th,F
"	HOU P	.48	.37	.20	M,W,Th,Sa
"	BRO P	.48	.37	.20	T,Th
"	LAX P	.63	.48	.20	Su,M,W
"	YML T	.50	.38	.20	W
"	YTO T	.50	.38	.20	W
"	MIA K	.38	.29	.20	M,T,Th,Sa
"	IDL BO	.45	.34	.20	Dly
"	YML BO	.50	.38	.20	.....
"	MIA BO	.38	.29	.20	.....
"	IDL AF	.45	.30	.20	F
"	IDL LV	.50	.38	.20	Dly except Su
"	MIA BZ	.27	.19	.10	Su,T,Th
"	IDL BZ	.43	.30	.20	.....
Port Sudan, Ang. Eg. Sudan	BOS BO	2.01	1.51	.40	Th,Sa
	YML BO	1.99	1.49	.40	.....
Porto Alegre, Brazil	IDL P	1.48	1.12	.40	Su,T,F
"	MIA P	1.42	1.07	.40	M,Th,Sa
"	MSY P	1.70	1.27	.40	M,Th,F,Sa
"	HOU P	1.88	1.41	.40	Su,Th,F
"	BRO P	1.80	1.36	.40	Su,F
"	LAX P	2.14	2.14	.40	Su,T,W
"	IDL V	1.48	1.12	.40	W,Sa
"	MIA BZ	1.22	.80	.40	T,Th,Sa
Prague, Czechoslovakia	IDL S	1.35	1.01	.40	Su,W,F
"	IDL K	1.35	1.01	.40	M,T,Th
"	IDL SR	1.35	1.01	.40	Dly

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Prague, Czechoslovakia	LAX SS	1.61	1.27	.40	Dly
"	IDL SS	1.35	1.01	.40	Dly
"	IDL AF	1.35	1.01	.40	Dly except Su
"	BOS AF	1.33	1.00	.40	Sa
"	CHI AF	1.41	1.07	.40	W,Sa
"	YML AF	1.31	.98	.40	W,Sa
Prestwick, Scotland	IDL SS	1.03	.78	.30	Dly
"	YML T**	.99	.75	.20	T,Th,Sa
"	IDL BO	1.03	.78	.30	Dly
"	YML BO	.99	.74	.30	. . . . .
"	BOS BO	1.01	.76	.30	Th,Sa
"	IDL P	1.03	.78	.30	Dly
"	BOS P	1.02	.76	.30	Dly
Puerto Saurez, Bol.	MIA P	1.17	.87	.30	M,Sa
"	HOU P	1.26	.94	.40	Su,F
"	BRO P	1.26	.94	.40	Su,F
"	MSY P	1.22	.92	.40	M,Sa
"	LAX P	1.39	1.05	.40	Su
Quito, Ecuador	MSY P	.70	.53	.20	Su,T,W
"	HOU P	.73	.55	.20	T,Th,F
"	BRO P	.73	.55	.20	F
"	IDL AV	.74	.56	.20	M,W,F
"	MIA AV	.64	.48	.20	M,W,F
Rabat, Fr. Mor.	IDL AF	1.27	.95	.40	. . . . .
"	BOS AF	1.25	.94	.40	. . . . .
"	CHI AF	1.33	1.27	.40	. . . . .
"	YML AF	1.23	.93	.40	. . . . .
Rangoon, Burma	IDL BO	2.82	2.11	.40	Dly
"	YML BO	2.78	2.08	.40	. . . . .
"	BOS BO	2.80	2.10	.40	Th,Sa
"	IDL K	2.82	2.11	.40	T,W,Sa
"	IDL SS	2.87	2.11	.40	Sa
"	IDL P	2.73	2.05	.40	Su,Th,F,Sa
"	BOS P	2.73	2.05	.40	Su,Th,F,Sa
"	SFO P	2.82	2.28	.40	W,Sa
"	LAX P	2.82	2.28	.40	W,Sa
Recife (Pernambuco) Brazil	IDL P	1.48	1.48	.40	Dly
"	MIA P	1.17	.87	.30	M,W,F
"	BRO P	1.56	1.56	.40	Dly
"	HOU P	1.65	1.65	.40	M,Sa
"	LAX P	1.85	1.85	.40	M,F
"	MSY P	1.51	1.51	.40	Su,W
"	MIA BZ	1.00	.77	.20	T,Th,Sa
Reggio Calabria, Italy	IDL LI	1.48	1.12	.40	Dly
	BOS LI	1.46	1.11	.40	M,W
Regina, Sask., Canada	IDL T	.21	17.20•	.10	Dly
Reunion Island	IDL AF	2.71	2.03	.40	M,T,F
"	BOS AF	2.69	2.02	.40	Sa
"	CHI AF	2.69	2.09	.40	W,Sa
"	YML AF	2.67	2.00	.40	W,Sa
Rio de Janeiro, Bra.	IDL P	1.42	1.07	.40	Dly
"	MIA P	1.32	1.00	.40	Dly
"	MSY P	1.53	1.16	.40	T,F
"	HOU P	1.42	1.07	.40	T,F
"	BRO P	1.67	1.26	.40	T,F
"	LAX P	1.57	1.18	.40	Su,T,W
"	IDL V	1.42	1.07	.40	W,Sa
"	MIA BZ	1.20	.84	.30	T,Th,Sa
"	IDL BZ	1.36	.95	.40	. . . . .
"	DAL B	1.42	1.07	.40	T
"	HOU B	1.38	1.04	.40	T
"	BRO B	1.38	1.04	.40	T
"	CRP B	1.38	1.04	.40	T
"	FTW B	1.42	1.07	.40	T
"	SAT B	1.42	1.07	.40	T
"	MIA B	1.27	.96	.40	T,Th,Sa
Robertsfield, Lib.	IDL AF	1.75	1.31	.40	W
"	BOS AF	1.73	1.30	.40	Sa
"	CHI AF	1.81	1.37	.40	W,Sa
"	YML AF	1.71	1.28	.40	W,Sa
"	IDL P	1.75	1.31	.40	Th
"	BOS P	1.73	1.30	.40	Th
Robore, Bolivia	MIA P	1.17	.87	.30	M
"	MSY P	1.22	.92	.40	M
"	HOU P	1.26	.94	.40	Su
Rome, Italy	IDL S	1.39	1.04	.40	Su,W
"	IDL LI	1.39	1.04	.40	Dly
"	BOS LI	1.37	1.03	.40	M,W
"	IDL BO	1.39	1.04	.40	Dly
"	BOS BO	1.37	1.03	.40	Th,Sa
"	YML BO	1.35	1.01	.40	. . . . .
"	IDL EL	1.39	1.04	.40	T,F,Sa
"	IDL SS	1.39	1.04	.40	Dly
"	LAX SS	1.66	1.30	.40	Dly
"	IDL AF	1.39	1.04	.40	Dly
"	BOS AF	1.37	1.03	.40	Sa
"	CHI AF	1.45	1.10	.40	W,Sa
"	YML AF	1.35	1.01	.40	W,Sa
"	IDL K	1.39	1.04	.40	Dly
"	YML K	1.35	1.01	.40	T,Th,F
"	IDL TW	1.39	1.04	.40	29 Wkly
"	BOS TW	1.37	1.03	.40	M,W,Th,F,Sa
"	CHI TW	1.45	1.10	.40	30 Wkly
"	PHL TW	1.41	1.06	.40	29 Wkly
"	MKC TW	1.52	1.15	.40	30 Wkly
"	LAX TW	1.66	1.30	.40	30 Wkly
"	IDL SR	1.39	1.04	.40	Dly
"	IDL P	1.39	1.04	.40	Dly
"	BOS P	1.37	1.03	.40	Dly
"	CHI P	1.45	1.10	.40	Dly
"	IDL SW	1.39	1.04	.40	. . . . .
"	IDL IB	1.39	1.06	.40	M,W,F
Saigon, Indo-China	IDL AF	3.12	2.34	.40	Su,T,W,F,Sa
"	BOS AF	3.10	2.33	.40	Sa
"	CHI AF	3.18	2.39	.40	W,Sa
"	YML AF	3.08	2.31	.40	W,Sa
St. Croix, Virg. Is.	IDL P	.27	.21	.10	Su,T,Th
"	MIA P	.20	.15	.10	Su,T,Th
St. John, N. B.	BOS T	.05	4.20•	.10	Dly
St. Johns, Antigua, B.W.I.	IDL P	.34	.26	.20	Su,M,T,Th
	MIA P	.25	.19	.10	Su,M,T,Th
St. John, N. F.	BOS T	.15	12.30•	.10	Dly
St. Kitts, B.W.I.	MIA K	.26	.20	.10	W
St. Thomas, Virgin Is. (U.S.)	IDL P	.26	.21	.10	Su,T,Th
"	MIA P	.19	.15	.10	Su,T,Th
"	YML BO	.31	.25	.20	. . . . .
Salisbury, So. Rhod.	IDL BO	2.15	1.61	.40	Dly
"	BOS BO	2.13	1.60	.40	. . . . .
"	YML BO	2.11	1.58	.40	. . . . .
Salta, Argentina	MIA P	1.24	.93	.40	Sa
"	MSY P	1.30	.98	.40	Sa
"	HOU P	1.33	1.00	.40	F
Salzburg, Austria	IDL K	1.33	1.00	.40	M,W,Th,Sa
"	IDL S	1.33	1.00	.40	F
San Ignacio de Velasco, Bolivia	MIA P	1.17	.87	.30	M
"	MSY P	1.22	.92	.40	M
"	HOU P	1.26	.94	.40	Su
"	BRO P	1.26	.94	.40	Su
"	LAX P	1.39	1.05	.40	Sa
San Jose, Bolivia	MIA P	1.16	.63	.30	M,Th
"	MSY P	1.22	.92	.40	M,Th
"	MIA P	.25	.23	.10	M,F
San Jose, Costa Rica	MSY P	.45	.34	.20	Su,M,W,Sa
"	HOU P	.48	.36	.20	M,Th
"	BRO P	.45	.34	.20	T,F
"	LAX P	.61	.46	.20	Su,W,F
"	MSY TA	.34	.22	.20	Dly except Su
"	MEX TA	.31	.20	.20	Dly except Sa
"	MIA K	.39	.22	.20	M,F
San Juan, Puerto Rico	IDL P	.22	.20	.10	Four Daily
"	MIA P	.15	.12	.10	Four Daily
"	MIA R	.15	.12	.10	Dly
"	IDL R**	.22	.20	.10	Dly
"	BAL R	.22	.18	.10	M,T,W,Th,F
"	BOS R	.26	.21	.10	M,T,W,Th,F
"	CHI R	.32	.25	.10	M,T,W,Th,F
"	CVG R	.29	.23	.10	M,T,W,Th,F
"	CLE R	.28	.22	.10	M,T,W,Th,F
"	YIP R	.29	.23	.10	M,T,W,Th,F
"	CHI DC	.32	.25	.20	M,Th,Sa
"	YIP DC	.31	.24	.20	M,T,Th,Sa
"	MEM DC	.26	.21	.10	Sa
"	CHI E**	.32	.25	.20	Dly
"	YIP E**	.29	.23	.20	Dly
"	IDL E**	.22	.20	.10	Three Dly
"	MIA E**	.15	.12	.10	Dly
"	BAL E	.22	.18	.10	. . . . .
"	BOS E	.26	.21	.10	. . . . .
"	CLE E	.28	.22	.10	. . . . .
"	MEM E	.28	.22	.10	. . . . .
San Salvador, El Salvador	MIA P	.37	.28	.20	M,W,F,Sa
"	MSY P	.39	.29	.20	Sa,Su,T,Th
"	HOU P	.36	.28	.20	Dly
"	BRO P	.34	.26	.20	Dly except Su
"	LAX P	.50	.38	.20	Su,W,Sa
"	MSY TA	.30	.18	.10	Dly
"	MEX TA	.20	.13	.10	Dly
"	FIE AS	.25	.18	.10	T,Th,Sa
"	MIA TN	.25	.17	.10	M,Th
Santa Cruz, Bolivia	MIA P	1.17	.87	.30	M,Th
"	MSY P	1.22	.92	.40	M,Th
"	HOU P	1.24	.93	.40	Su,W
"	BRO P	1.24	.93	.40	Su,T
"	LAX P	1.37	1.03	.40	Su,W
Santa Maria, Azores	IDL P	.86	.65	.30	Su,T,Th,Sa
"	BOS P	.84	.64	.30	Su,Th,Sa
"	IDL TW	.86	.65	.30	M,W
"	BOS TW	.84	.64	.30	T,W
"	CHI TW	.92	.70	.30	M,T,W
"	PHL TW	.88	.67	.30	M,T,W
"	MKC TW	.99	.76	.30	M,T,W
"	LAX TW	1.13	.90	.30	Su,M,T
Santa Marta, Colombia	IDL AV	.56	.43	.20	M,Th,Sa
	MIA AV	.46	.35	.20	Su,M,W,Th
Santiago, Chile	MIA P	1.31	.98	.40	Dly
"	IDL P	1.41	1.06	.40	Dly
"	MSY P	1.37	1.03	.40	Dly
"	HOU P	1.41	1.06	.40	Dly
"	BRO P	1.41	1.06	.40	Su,T,F,Sa
"	LAX P	1.53	1.15	.40	M,Th,Sa
Sao Luiz, Brazil	MIA BZ	.89	.59	.20	T,Th,Sa
Sao Paulo, Brazil	IDL P	1.42	1.07	.30	Dly except M
"	MIA P	1.32	1.00	.30	Th
"	MSY P	1.53	1.16	.40	W
"	HOU P	1.42	1.07	.40	T
"	BRO P	1.67	1.26	.40	T
"	LAX P	1.57	1.18	.40	T,Sa
"	SFO P	1.57	1.18	.40	T,Sa
"	IDL V	1.33	1.02	.40	W,Sa
"	MIA BZ	1.20	.84	.30	T,Th,Sa
"	IDL BZ	1.36	.95	.40	. . . . .
"	BRO B	1.38	1.04	.40	T
"	CRP B	1.38	1.04	.40	T
"	DAL B	1.42	1.07	.40	T
"	FTW B	1.42	1.07	.40	T
"	HOU B	1.38	1.04	.40	T
"	MIA B	1.27	.96	.40	T,Th,Sa
"	SAT B	1.42	1.07	.40	T
Seoul, Korea	CHI NW	2.70	2.03	.40	Su,T,Th
"	YIP NW	2.72	2.04	.40	Su,T,Th
"	MKE NW	2.70	2.03	.40	Su,T,Th
"	MSP NW	2.66	2.00	.40	Su,T,Th
"	IDL NW	2.76	2.07	.40	Su,T,Th
"	PDX NW	2.52	1.89	.40	Su,T,Th
"	SEA NW	2.52	1.89	.40	Su,T,Th
"	BOS NW	2.76	2.07	.40	Su,T,Th
Shannon, Eire	IDL P	.99	.75	.30	Dly
"	BOS P	.97	.74	.30	Dly
"	IDL LI	.99	.75	.30	Dly
"	BOS LI	.97	.74	.30	M,W
"	YML T	.96	.72	.30	Su
"	IDL TW	.99	.75	.30	9 Wkly
"	BOS TW	.98	.73	.30	T,Th,Sa
"	PHL TW	1.01	.77	.30	9 Wkly
Shannon, (Cont'd)	CHI TW	1.05	.80	.30	10 Wkly
"	MKC TW	1.12	.86	.30	9 Wkly
"	LAX TW	1.27	1.00	.40	9 Wkly
"	IDL SR	.99	.75	.30	Dly
"	IDL K	.99	.75	.30	Dly
"	IDL SW	.99	.75	.30	. . . . .
"	IDL S	.99	.75	.30	W,F,Sa
Singapore, Mal. St.	IDL BO	3.01	2.26	.40	Dly
"	YML BO	2.97	2.23	.40	. . . . .
"	BOS BO	2.99	2.25	.40	Th,Sa
"	SFO P	2.50	1.88	.40	M,F
"	LAX P	2.50	1.88	.40	M,F
"	IDL K	3.01	2.26	.40	Su,W,Sa
"	YML K	2.97	2.23	.40	Sa,W
Sofia, Bulgaria	IDL K	1.66	1.24	.40	Th
Stanleyville, Bel. Congo	IDL S	2.15	1.61	.40	Su,T,W,Th,F, Sa
Stavanger, Norway	IDL SS	1.24	.93	.40	Dly
"	LAX SS	1.51	1.19	.40	Dly
Stockholm, Sweden	IDL SS	1.27	.95	.40	Dly
"	LAX SS	1.53	1.21	.40	Dly
"	IDL K	1.27	.95	.40	Dly
"	YML K	1.22	.92	.40	Su,Th,F
"	IDL S	1.27	.95	.40	Dly except M
"	IDL P	1.27	.95	.40	Dly
"	BOS P	1.25	.94	.40	Dly
"	IDL AF	1.27	.95	.40	Su,M,Th,F
"	BOS AF	1.25	.94	.40	Sa
"	CHI AF	1.32	1.00	.40	W,Sa
"	YML AF	1.22	.92	.40	W,Sa
Strasbourg, France	IDL AF	1.23	.93	.40	. . . . .
Stuttgart, Germany	IDL P	1.26	.95	.40	Dly
"	BOS P	1.24	.94	.40	Dly
"	IDL LH	1.26	.94	.40	M,T,Th,F,Sa
"	IDL S	1.26	.94	.40	T,W,Th,F
"	IDL SS	1.26	.94	.40	Dly
"	LAX SS	1.52	1.20	.40	Dly
"	IDL SR	1.26	.94	.40	Dly
"	IDL K	1.26	.94	.40	Dly
"	YML K	1.22	.99	.40	Su,Th,F
"	IDL SW	.97	.78	.30	. . . . .
"	IDL AF	1.26	.94	.40	Dly except F
"	BOS AF	1.24	.93	.40	Sa
"	CHI AF	1.32	1.00	.40	W,Sa
"	YML AF	1.22	.91	.40	W,Sa
"	IDL SW	1.26	.94	.40	. . . . .
Suva, Fiji Islands	SFO P	1.78	1.36	.40	M,T,Th,Sa
Sydney, Australia	LAX P	2.21	1.66	.40	M,T,Th,Sa
"	SFO P	2.21	1.66	.40	M,T,Th,Sa
"	SEA P	2.21	1.66	.40	M,T,Th,Sa
"	PDX P	2.21	1.66	.40	M,T,Th,Sa
"	SFO Q	2.20	1.66	.40	M,Th,F,Sa
"	YVR Q	2.20	1.66	.40	Su
"	IDL K	3.51	2.63	.40	F
"	YML K	3.47	2.60	.40	Sa
"	IDL BO	3.51	2.63	.40	Dly
"	YML BO	3.47	2.60	.40	. . . . .
"	BOS BO	3.49	2.62	.40	Th,Sa
Sydney, N. S.	BOS T	.09	7.40•	.10	Dly
Taipeh, Formosa	IDL NW	2.77	2.08	.40	T,Th,Sa
"	YIP NW	2.73	2.05	.40	T,Th,Sa
"	MKE NW	2.71	2.03	.40	T,Th,Sa
"	MSP NW	2.67	2.00	.40	T,Th,Sa
"	CHI NW	2.71	2.03	.40	T,Th,Sa
"	PDX NW	2.53	1.90	.40	T,Th,Sa
"	SEA NW	2.53	1.90	.40	T,Th,Sa
"	BOS NW	2.77	2.08	.40	T,Th,Sa
Takoradi (Gold Coast)	IDL BO	1.89	1.42	.40	Dly
	BOS BO	1.87	1.41	.40	Dly
"	YML BO	1.85	1.29	.40	. . . . .
Talara, Peru	MIA P	.73	.55	.20	Dly ex. Th,Sa
"	MSY P	.78	.59	.30	Su,M,T,F
"	BRO P	.82	.62	.30	M,Th,Sa
"	HOU P	.82	.62	.30	Su,W,F
Tampico, Mexico	HOU P	.13	.09	.10	Dly
"	BRO P	.10	.08	.10	T,W,F
"	LAX P	.36	.29	.20	Dly
Tananarive, Madagascar	IDL AF	2.53	1.90	.40	W,F,M
	BOS AF	2.51	1.89	.40	F
"	CHI AF	2.59	1.95	.40	. . . . .
"	YML AF	2.49	1.87	.40	. . . . .
Tangier, Morocco	IDL AF	1.26	.95	.40	Sa,Su,T
"	BOS AF	1.24	.93	.40	Sa
"	CHI AF	1.32	1.00	.40	W,Sa
"	YML AF	1.22	.92	.40	W,Sa
Tapachula, Mexico	MIA P	.43	.32	.20	Dly
"	MSY P	.39	.19	.20	Sa,Su,T,Th
"	HOU P	.29	.22	.20	Dly
"	BRO P	.28	.21	.10	Dly except Su
"	LAX P	.43	.33	.20	Dly
Tegucigalpa, Hon.	MIA P	.37	.28	.20	W,F,Sa
"	MSY P	.40	.30	.20	Sa,Su,T,Th
"	HOU P	.30	.30	.20	Su,T,W,Sa
"	BRO P	.38	.29	.20	T,F
"	LAX P	.53	.38	.20	Dly ex. M,W
"	MSY TA	.32	.18	.20	Dly except Su
"	MEX TA	.23	.16	.20	Dly except Su
"	MIA TN	.20	.17	.15	M,W
Teheran, Iran	IDL AF	2.13	1.60	.40	Th,Su
"	BOS AF	2.11	1.58	.40	Sa
"	CHI AF	2.19	1.65	.40	W,Sa
"	YML AF	2.09	1.56	.40	W,Sa
"	IDL K	2.13	1.60	.40	M,Th
"	YML K	2.09	1.56	.40	W
"	IDL LI	2.13	1.60	.40	Dly
"	BOS LI	2.11	1.59	.40	M,W
"	IDL SS	2.13	1.60	.40	T,F
"	LAX SS	2.39	1.85	.40	T,F
"	IDL LU	2.13	1.60	.40	T,F,Sa
"	IDL P	2.13	1.60	.40	Dly ex. T,Th
"	BOS P	2.11	1.59	.40	Dly ex. T,Th

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Tel Aviv, Israel	IDL S	1.79	1.34	.40	Su
"	IDL EL	1.79	1.34	.40	T,F,Sa
"	IDL LI	1.79	1.34	.40	Dly
"	BOS LI	1.77	1.33	.40	M,W
"	IDL K	1.79	1.34	.40	Su,T
"	YML K	1.75	1.31	.40	Sa
"	IDL TW	1.67	1.25	.40	M,W,F
"	PHL TW	1.68	1.27	.40	M,W,F
"	CHI TW	1.72	1.30	.40	M,W,F
"	MKC TW	1.80	1.36	.40	M,W,F
"	LAX TW	1.94	1.51	.40	Su,T,Th
"	IDL AF	1.79	1.34	.40	Su
"	BOS AF	1.77	1.33	.40	Sa
"	CHI AF	1.85	1.39	.40	W,Sa
"	YML AF	1.75	1.31	.40	W,Sa
"	IDL SR	1.79	1.34	.40	Su,T,W
"	IDL SS	1.79	1.34	.40	Sa
"	LAX SS	2.05	1.60	.40	Su
Tokyo, Japan	IDL P	3.78	2.83	.40	Dly
"	BOS P	3.76	2.82	.40	Dly
"	LAX P	2.50	1.88	.40	M,W,Sa
"	SFO P	2.50	1.88	.40	Dly
"	SEA P	2.50	1.88	.40	Dly
"	PDX P	2.50	1.88	.40	Dly
"	IDL AF	3.78	2.83	.40	T,Sa
"	BOS AF	3.76	2.82	.40	W,Sa
"	CHI AF	3.84	2.89	.40	W,Sa
"	YML AF	3.74	2.80	.40	W,Sa
"	IDL SS	3.78	2.83	.40	T,Th,Sa
"	ANC NW	2.39	1.80	.40	Dly
"	CHI NW	2.68	2.01	.40	Dly
"	YIP NW	2.69	2.02	.40	Dly
"	MKE NW	2.68	2.01	.40	Dly
"	MSP NW	2.64	1.98	.40	Dly
"	PIT NW	2.72	2.04	.40	Dly
"	PDX NW	2.49	1.87	.40	Dly
"	IDL NW	2.74	2.05	.40	Dly
"	SEA NW	2.49	1.87	.40	Dly
"	IDL BO	3.78	2.83	.40	Dly
"	YML BO	3.74	2.80	.40	.....
"	BOS BO	3.76	2.82	.40	Th,Sa
"	IDL K	3.78	2.83	.40	Su,T,F
"	SFO J	2.49	1.87	.40	Su,T,Th,Sa
"	IDL J	2.74	2.05	.40	.....
Toronto, Ont., Can.	LGA A▲▲	.07	.0478	.10	Dly
"	IDL A▲▲	.07	.0478	.10	Dly
"	EWR A▲▲	.07	.0478	.10	Dly
"	BUF A▲▲	.07	.0478	.10	Dly
"	IDL T	.07	4.80	.10	Dly
Trapani, Italy	IDL LI	1.48	1.12	.40	Dly
"	BOS LI	1.46	1.11	.40	M,W
Trieste, Italy	IDL LI	1.40	1.05	.40	Dly
"	BOS LI	1.38	1.04	.40	M,W
Trinidad, Cuba	MIA P	.15	.11	.10	Dly
Tripoli, Libya	IDL BO	1.48	1.11	.40	Dly
"	YML BO	1.44	1.08	.40	.....
"	BOS BO	1.46	1.09	.40	Th,Sa
"	IDL S	1.48	1.11	.40	Su,T,Th
Trujillo, Honduras	MEX TA	.28	.22	.20	M,T,W,Th,F
Tshikapa, Bel. Congo	IDL S	2.32	1.74	.40	Su
"	IDL LI	1.35	1.02	.40	Dly
"	BOS LI	1.33	1.01	.40	M,W
Tunis, Tunisia	IDL AF	1.35	1.02	.40	Su,M,W,Th,F
"	BOS AF	1.33	1.00	.40	Sa
"	CHI AF	1.41	1.07	.40	W,Sa
"	YML AF	1.31	.99	.40	W,Sa
"	IDL TW	1.35	1.02	.40	F
"	PHL TW	1.37	1.03	.40	F
"	CHI TW	1.41	1.07	.40	F
"	MKC TW	1.48	1.12	.40	F
"	LAX TW	1.62	1.27	.40	Th

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 10–0 Lbs	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Vancouver, B. C., Canada	SEA U	.07	1.0478	.10	Dly
"	SFO U	.12	.0982	.10	Dly
"	LGA U	.31	.2946	.10	Dly
"	BDL U	.32	.3003	.20	Dly
"	BOS U	.32	.3061	.20	Dly
"	EWR U	.31	.2946	.20	Dly
"	PHL U	.31	.2946	.20	Dly
"	CLE U	.27	.2541	.10	Dly
"	DCA U	.31	.2888	.20	Dly
"	CHI U	.24	.2195	.10	Dly
"	DEN U	.15	.1363	.10	Dly
"	SLC U	.12	.1035	.10	Dly
"	LAX U	.15	.1312	.10	Dly
"	PDX U	.07	.0478	.10	Dly
"	IDL T	.31	25.60•	.20	Dly
"	SFO Q	.11	.08	.10	Su
Venice, Italy	IDL LI	1.38	1.04	.40	Dly
"	BOS LI	1.36	1.03	.40	M,W
Victoria, B. C.	IDL T	.32	.26	.20	Dly
Vienna, Austria	IDL P	1.37	1.03	.40	Su,W,Th,Sa
"	BOS P	1.35	1.02	.40	Su,W,Th,Sa
"	IDL S	1.37	1.03	.40	Su
"	IDL AF	1.37	1.03	.40	T,Th
"	CHI AF	1.42	1.08	.40	W,Sa
"	BOS AF	1.35	1.01	.40	Sa
"	YML AF	1.32	.99	.40	W,Sa
"	IDL LI	1.37	1.03	.40	Dly
"	BOS LI	1.35	1.02	.40	M,W
"	IDL SS	1.37	1.03	.40	Th,Sa
Vienna (Cont'd)	LAX SS	1.63	1.28	.40	Th,Sa
"	IDL K	1.37	1.03	.40	Su,T,W,F,Sa
"	YML K	1.32	.99	.40	Sa
"	IDL SR	1.37	1.03	.40	Dly
"	IDL EL	1.37	1.03	.40	T,F,Sa
Visby, Sweden	IDL SS	1.32	.99	.40	Dly
Wake Island	LAX P	1.66	1.22	.40	Dly
"	SFO P	1.66	1.22	.40	Dly
"	PDX P	1.66	1.22	.40	Dly
"	SEA P	1.66	1.22	.40	Dly
Warsaw, Poland	IDL SS	1.47	1.10	.40	.....
"	IDL K	1.47	1.10	.40	M,W
Windsor, Ont., Can.	IDL T	.06	5.50•	.10	Dly
Winnepeg, Man., Canada	IDL T	.17	14.00•	.10	Dly
"	IDL NW	.17	.14	.10	Dly
"	YIP NW	.16	.13	.10	Dly
"	MKE NW	.13	.10	.10	Dly
"	MSP NW	.09	.07	.10	Dly
"	PDX NW	.17	.14	.10	Dly
"	CHI NW	.11	.09	.10	Dly
"	SEA NW	.17	.14	.10	Dly
Yaounde, F.E.A.	IDL AF	2.15	1.61	.40	M,W,F
"	BOS AF	2.13	1.60	.40	Sa
"	CHI AF	2.21	1.66	.40	W,Sa
"	YML AF	2.11	1.58	.40	W,Sa
Zurich, Switzerland	IDL SR	1.24	.93	.40	Dly
"	IDL SS	1.24	.93	.40	Dly
"	LAX SS	1.51	1.18	.40	Dly
"	IDL S	1.24	.93	.40	Dly except M
"	IDL AF	1.24	.93	.40	M,W,F
"	BOS AF	1.22	.92	.40	Su
"	CHI AF	1.30	.98	.40	W,Sa
"	YML AF	1.20	.90	.40	W,Sa
"	IDL EL	1.24	.93	.40	T,F,Sa
"	IDL K	1.24	.93	.40	Dly
"	YML K	1.20	.90	.40	Su,Th,F
"	BOS BO	1.22	.92	.40	Th,Sa
"	IDL BO	1.24	.93	.40	Dly
"	YML BO	1.20	.90	.30	.....
"	IDL TW	1.24	.93	.40	Dly
"	PHL TW	1.26	.95	.40	Dly
"	BOS TW	1.22	.92	.40	Th
"	CHI TW	1.30	.98	.40	Dly
"	MKC TW	1.37	1.04	.40	Dly
"	LAX TW	1.51	1.18	.40	Dly
"	IDL SW	1.24	.93	.40	.....
"	IDL LI	1.24	.93	.40	Dly
"	BOS LI	1.22	.92	.40	M,W,F

The New

AIR SHIPPERS' MANUAL

(out next month) will feature:

- Airline Cargo Directory
- Air Freight Forwarder Directory
- IATA Cargo Agent Directory
- Air Cargo Statistics
- Traffic Glossary
- Traffic Abbreviations
- Domestic & International Rates
- Shipping Costs Analyses
- Weights and Measures

and much more

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NEW EQUIPMENT

(*Continued from Page 25*)

ideally suited for application in industries shipping and storing machine parts, electrical and electronic parts, precision instruments—all parts subject to rust or corrosion. The Cushioned-Insulated Bags are designed for industries working with, or producing, small products where resistance to rust and corrosion is not a major factor.

Hamilton Caster & Manufacturing Co.: A new series of casters, with V-grooved track wheels, is announced by Hamilton. Both swivel and rigid models are offered with semi-steel wheels having accurately machined V-groove to operate on angle steel track. Available in heavy duty semi-steel models with 6 in. x 2 in. wheels and extra heavy duty forged steel models with 8 in. x 2¾ in. wheels, all

are equipped with roller bearings and pressure grease fittings. Wheels only are also offered. V-grooved wheels can be operated on floor surfaces as well as on tracks.

Gaylord Container Corp.: A "Junior" corrugated bulk container, holding approximately 200 pounds, has been developed by Gaylord. Designed as an economical replacement for containers of other materials, types and shapes, the Junior Bulk Pack incorporates construction principles which have proven highly successful in Gaylord's "king-size" bulk containers. Savings to users offered by a rectangular corrugated box which reaches them knocked-down and is easily assembled, prompted the firm to develop the Junior bulk box. In most cases, the original package cost is lower and definite economies can also be achieved in warehousing of containers prior to filling. Storage of filled containers plus substantial freight savings due to elimination of wasted space between Junior bulk boxes account for important savings. Elimination of the handling and bookkeeping involved in more expensive returnable containers is another cost item. The Junior bulk container consists of two sleeves and a top and bottom lid. The inner sleeve slips into the bottom lid. The outer sleeve is then dropped over the bottom lid and capped by the top lid. No special closing machinery is required as the box is merely steel strapped in two directions when filled. No skids or pallets are needed. The product to be shipped determines the size of the individual container. For example, a Junior bulk pack used for shipping 200 pounds of plastic pellets measures 20½" x 20½" x 30 7/8". Preliminary test shipments indicate that the advantages of the new Gaylord container should interest shippers of granular materials, small metal parts, and many other commodities.

Elwell-Parker Electric Co.: A new electric-powered, stand-up, center control fork truck, with a capacity of 10,000 pounds, has been introduced by the company. The new model, designated as its R10T, features front wheel drive, rear wheel steer, and has a travel speed of 4.5 mph without load and 4 mph with a full load. Other features of the truck include contactor control with automatic acceleration; four speeds, forward and reverse. Direction and acceleration are through a single hand control lever. The frame is of heavy gauge reinforced formed steel plates electrically welded into a rigid box structure.

Howe Scale Co.: The Materials Handling Division has introduced a new line of extra-strong, light-weight, easy-rolling, dragline trucks. They are made of all-welded steel framework for strength and durability. Replaceable hard wood deck is light in weight, providing a non-slip cargo carrying surface. Platform sizes and load-carrying capacities will meet any requirements. Standard deck heights range from 7½" to 14". Roller bearing wheels with

easily accessible grease fittings are standard; sealed bearing wheels are optional. Wheels may be steel, plastic or rubber.

Colson Corp.: A lightweight, highly maneuverable belt conveyor with a total distributed load capacity of 250 pounds is being marketed by Colson. This light but rugged conveyor is of aluminum truss construction—16" wide in lengths ranging from six to 20 feet. Weight ranges from 145 to 225 pounds. The 10"-wide belt is of non-slipping three-ply duck and moves at the rate of 65 feet per minute. There is a take-up adjustment at each end. All moving parts are enclosed to protect personnel. Sealed ball bearings guarantee low friction loss. Because of its weight, this unit is said to be ideal for a variety of uses such as on stairways, as a booster on a gravity conveyor line, stacking, and loading and unloading. In any inclined position, the belt does not touch the floor, making possible minimum loading heights. Units up to 12 feet in length are powered by 1/3 horsepower motors and units from 14 feet to 20 feet in length are powered by ½ horsepower motors. In both cases the motors are 110/220 volt, 60 cycle, single phase motors. A 20 foot power cord is supplied. The conveyor also is available in a heavier model which is 18" wide with a 12" belt and can handle fully distributed loads up to 300 pounds. The larger model ranges up to 285 pounds in weight and 21 feet in length.

Gerrard Steel Strapping Division, United States Steel Corporation: Manufacturers and dealers in heavy items may be interested in a new hydraulic powered heavy-duty flat steel strapping

combination sealer and stretcher with a built-in waste cut-off shear that has been developed by Gerrard. According to company engineers, this heavy-duty sealer and stretcher can be used for the tying of bulky and heavy items. This new model accommodates ¾" and 1¼" USS Gerrard heavy-duty flat steel strapping. **(See Item No. 238, Come 'n' Get It.)**

Towmotor Corp.: Every model in the Towmotor line of fork lift trucks of 6,000-pound capacity and over can now be equipped with newly-improved power steering, during assembly or at any time after delivery, according to the manufacturer. No special equipment is required to make the change from manual to power steering on any model.

HAS Becomes CHA

CHICAGO—The corporate name of Helicopter Air Service, Inc., has been changed to Chicago Helicopter Airways, Inc. According to Wes Moore, executive vice president of the scheduled helicopter airline, the change in name was made "in order to more closely identify the name of the company with the Chicago area, and to better indicate to the traveling public that Chicago's coming passenger helicopter service operates as a scheduled airline." CHA also is authorized to haul cargo and mail. Scheduled service is planned to start on or about October 30.

Two New Speed Marks

LAI-Italian Airlines and Lufthansa German Airlines each claim new trans-atlantic flight records. The Italian carrier reported that a DC-6B flew nonstop from New York to Milan in 12:12 hours. A *Super-G Constellation* operated by Lufthansa flew nonstop from New York to Frankfurt in 11:11 hours.

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